



GTR2 Car-Owner's Manual

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INTRODUCTION

A Word from the Author

The need for this manual came about after I created the NAPmod. For those of you who are interested in the genesis of this physics mod for GTR2, I invite you to read my article in AUTOSIMSPORTS's November Issue.

This manual, however, is useful also to those of you who use GTR2 with its 'stock' cars ... for instance, you will find that many aspects of the cars are identical, such as the centre of gravity, as well as the power and torque curve, and the engine brake numbers. Reliability numbers are at ninety percent of the originals, and the same can be said for the spring, damping, and rising rate of tyres, unsprung mass, and other details.

The torque and power curves in the 'showroom' for GTR2 are, it should also be added, erroneous in respect to many of the cars, and I believe you will find these to be a more accurate reflection to your car-of-choice's real performance.

Finally, a note for the need for a manual like this one: Every team in GT-Racing (and all other motor-sports, for that matter) will be offered such a level of detail for the car that they purchase from the car's factory. This is essential in settingup and running the car and, without such information, the race engineers would literally be fumbling around in the dark. For instance, not knowing what the optimum tyre temperatures are would be unthinkable for any real-world racing team. As such, this manual brings to the GTR2-Car-Owner a whole new level of authenticity with which s/he can fiddle with the settings of the car.

A Word of Thanks

I'd like to thank Dave Purdy, who made the great engine editor for the ISI physics engine which I employed in order to create the graphs.

I would also like to thank the test-drivers from SimLeague.net, for their patience and input.

And a final thanks must also go to AUTOSIMSPORT for all their hard work, and to Blimey! Games, and SimBin, for having created such a wonderful platform on which to work.

Anon Undisclosed Location November 2nd 2006

BMW M3 GTR

Michelin dry GT tyres characteristics

Soft, Medium, Hard SpringBase=85000N (no pressure) SpringkPa=930 Damper=1300, 1100 for rear tyres Slipangle Dry tyres: 8.3degrees to 12.9@13500N load Optimum lateral grip @ front camber: -4.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Michelin wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 57500N (no pressure) SpringkPa=925 Damper=1250, 1100 for rear tyres Slipangle Wet tyres: 8.6degrees to 12.4@15000N load intermediate, @14500N hard wet, @14000N soft wet Optimum lateral grip @ front camber: -4.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: The Michelin Company is proud to announce its collaboration with BMW. BMW's M3GTR top-of-the-line model will compete in 2004 FIAGT races with our tyres. We have taken an active part in the evolution of this car, with particular attention on the specific requirements of the 24-hour races. A challenge that Michelin has gladly accepted, and we are confident that our technology and experience will help BMW to achieve its goals.

Engine

Power: 500.6cv@7750rpm Torque: 500Nm@6250rpm-6500rpm Maximum reliable RPM: 7900rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			Ĉ M. v	s To	rque	(N-m) an	id Po	wer	(HP) and	l Cor	npre	ssion	tor	que	e (N-	m)	
0.0	-58.4	-58.0	0.0		600			_				1	-	-		_	T	-	-			600
250.0	-33.0	-9.0	-0.3		Services.																	
500.0	-13.7	60.0	4.2																			
750.0	-22.0	90.0	9.5		500			_	4 <u></u>					-			\sim	-	+	-	_	500
1000.0	-30.4	200.0	28.1									-							8			
1250.0	-35.0	300.0	52.7							10	_								Υ.			
1500.0	-40.0	300.0	63.2		400		i i		1										1			400
1750.0	-45.0	320.0	78.6					June 1	T				1						<u>\</u>			
2000.0	-49.6	350.0	98.3				- 1	/				1							1		- 22	
2250.0	-53.0	360.0	113.8		300		7					/							1			300
2500.0	-55.2	370.0	129.9								1								1			
2750.0	-60.0	385.0	148.7		200														1	0		200
3000.0	-65.2	400.0	168.5		200		i i															200
3250.0	-71.0	410.0	187.1						/											١.		
3500.0	-78.7	420.0	206.4		100			1												1		100
3750.0	-85.0	430.0	226.5		100		1													1		100
4000.0	-92.0	440.0	247.2			-														1		
4250.0	-98.0	450.0	268.6		0															1	1	6
4500.0	-105.9	460.0	290.7		Ŭ																~	Ĭ
4750.0	-117.0	470.0	313.5							_												
5000.0	-120.1	475.0	333.5		-100							_		_							_	-100
5250.0	-133.0	480.0	353.9										-									
5500.0	-145.6	485.0	374.6																			
5750.0	-157.0	490.0	395.7		-200		_						_			-			_			-200
6000.0	-169.5	495.0	417.1																			
6250.0	-176.0	500.0	438.9																			
6500.0	-184.7	500.0	456.4		-300			_	-			_	_					-	~		_	-300
6750.0	-193.0	495.0	469.2																			
7000.0	-200.2	485.0	476.8																	1		
7250.0	-213.0	473.0	481.6		-400																	-400
7500.0	-226.0	467.0	491.9																			and the second second
7750.0	-238.0	460.0	500.6																			
8000.0	-252.2	430.0	483.1		-500																	-500
8250.0	-275.0	400.0	463.4																			
8500.0	-298.8	350.0	417.8																			
8750.0	-315.0	200.0	245.8		-600							_	_			_	_		_	_		-600
9000.0	-330.0	75.0	94.8			5 1	15	8	2 2	3 3	4	45	5	5	6 6	6	75	8	8	8	9 1	8
9250.0	-365.0	5.0	6.5			ŏğ	ğ	ğ	ğ	ğğ	ğğ	ğ	ğ	ğ	ğğ	įğ	ğ	ğ	ğ	ğ	ğ ğ	
9500.0	-400.0	0.0	0.0	-		0	0	0	0 1			0	0	0	0 1		0	0	0	0	0 0	8 - L
							_	-	_		_	_		-	_	_	-				_	

Weight: 1250 kg CoG: 0.260 Weight Brear wingnce: 50%@front - 50%@ rear

Aerodynamics

Aerodynamics efficiency: 5/5 Aerodynamics sensibility: 1/5 Minimum ride height before stalling begins: 0.060m Minimum ride height before stalling begins: 0.100m Optimum rake front/rear: 0.005m Minimum downforce splitter: 28.4% Minimum downforce rear wing: 42% Minimum downforce diffusor: 26.6% Maximum downforce splitter: 31.1% Maximum downforce rear wing: 53.4% Maximum downforce diffusor: 15.5%

Gearbox

Gearbox: Sequential with autoblip and autocutoff. very quick and efficient. Upshifting time: 0.120" Downshift time: 0.150"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.929 Wheel rate rear: 0.847

Handling and other info: Very neutral and stable, the BMW's only 'fault' lies in its turn-in which can be sometimes vague due to its weight. However, it enjoys a solid mid-turn, and has excellent traction. All-in-all, a very efficient car.

Corvette C5R

Dunlop dry GT tyres characteristics

Soft, Medium, Hard SpringBase= 80000N (no pressure) SpringkPa=925 Damper=1250, 1100 for rear tyres Slipangle Dry tyres: 8.7degrees to 12.7@13000N load Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Dunlop wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 80000N (no pressure) SpringkPa=925 Damper=1250, 1100 for rear tyres Slipangle Wet tyres: 9.8degrees to 13.3@14250N load intermediate, @14000 hard wet, @13750 soft wet Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: We have created various tyres-types that are easily interchangable onewith-the-other in order to help the various teams that use our tyres. The great adaptiveness of our tyres is guaranteed from our constant work and dedication that our brand demonstrates in all categories and cars. Our competitors say that we make very generic tyres, but we respond that we have always treated our clients equally without creating an advantage for any one team or car.

Engine

Power: 610cv@6250rpm Torque: 775Nm@5250rpm Maximum reliable RPM: 6300rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			🗧 M. vs	Torqu	ıe (N-	m) a	nd P	owe	r (HP) and	Com	press	sion	torqu	e (N	-m)	
0.0	-58.4	-58.0	0.0	. 60	0						1	1				-			1	600
250.0	-63.4	100.0	3.5																	a constru-
500.0	-68.5	150.0	10.5								100		10000							
750.0	-73.6	300.0	31.6			- 12 - 12.				1		. Ja								500
1000.0	-78.9	320.0	44.9						مسرم ا	1										000
1250.0	-84.3	350.0	61.4																	
1500.0	-89.8	380.0	80.0												\sim					
1750.0	-95.5	420.0	103.2	40	0		-/		-					\sim			\mathbf{N}			400
2000.0	-101.3	450.0	126.4				1						/				- N -			
2250.0	-107.3	470.0	148.5			100						1					1			
2500.0	-113.4	480.0	168.5	30	0		8													300
2750.0	-119.8	490.0	189.2		Ŭ						1							N		000
3000.0	-126.3	500.0	210.7			- 1												1		
3250.0	-133.1	510.0	232.8															1		
3500.0	-140.0	520.0	255.6	20	0				1	1					- 8		-	1		200
3750.0	-147.1	530.0	279.1															1		
4000.0	-154.4	540.0	303.3															1		
4250.0	-162.1	540.0	322.3	10	0	2	_ /		_											100
4500.0	-169.9	538.0	340.0				/												1	
4750.0	-178.0	533.0	355.5																X	
5000.0	-186.3	528.0	370.7		_ 1														~	
5250.0	-195.0	523.0	385.6		0			1												0
5500.0	-204.3	518.0	400.1																	
8000.0	-213.0	511.0	412.0				and the													
8250.0	-223.4	500.0	420.4	-10	0		_							_		_	_	_	-	-100
8500.0	-233.7	480.0	430.3							-										
8750.0	-244.5	440.0	417.1									-	2							
7000.0	-200.4	400.0	292.2	20																200
7250.0	-200.5	320.0	325.9	-20											-					-200
7500.0	-291.1	250.0	283.3																	
7750.0	-304.0	150.0	163.3																	
8000.0	-316.9	50.0	56.2	-30	0													-		-300
8250.0	-330.6	10.0	11.6																1	
8500.0	-345.0	1.0	1.2																	
10.000.000000000				-40	0	- 13				-		1	5					-	3 (a	-400
					0	5 1	1	2	2	3	3	4 .	4 5	5	6	6	7	7	8	3
			I			8 8	50	8	5	8	5	8	5 8	5	8	5	8	5	8	5
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Weight: 1230 kg CoG: 0.270 Weight Brear wingnce: 49%@front - 51%@ rear

Aerodynamics

Aerodynamics efficiency: 2/5 Aerodynamics sensibility: 4.5/5 Minimum ride height before stalling begins: 0.050m Minimum ride height before stalling begins: 0.090m Optimum rake front/rear: 0.005m Minimum downforce splitter: 29.5% Minimum downforce rear wing: 42.1% Minimum downforce diffusor: 28.4% Maximum downforce splitter: 26.9% Maximum downforce rear wing: 59.1% Maximum downforce diffusor: 14%

Gearbox

Gearbox: Manual without autoblip or autocutoff: it is, however, adequately quick. Upshifting time: 0.180" Downshift time: 0.210"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.780 Wheel rate rear: 0.900

Handling and other info: A car with simple and yet effective solutions. Very easy to drive, it is also very forgiving that rarely puts the driver into harm's way despite its powerful engine. Neutral in-turn, it can be easily forced into oversteer with a bit of throttle: the slide, however, is easy to deal with, and great fun too! However, this style of driving will result in excessive tyre wear, so it is suggested that the driver shows a little prudence—prudence that can pay off big-time as this car can be very light on its tyres and can therefore, over long distances, provide for some satisfactory results.

Corvette C5R

Michelin dry GT tyres characteristics

Soft, Medium, Hard SpringBase=95000N (no pressure) SpringkPa=930 Damper=1350, 1200 for rear tyres Slipangle Dry tyres: 8.3degrees to 12.9@13500N load Optimum lateral grip @ front camber: -3.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

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Note: Following our excellent collaboration with team BMS, this year Michelin is proud to present a tyre specifically created for this car. Last year's outstanding results have also convinced us to try harder to prepare tyres for other clients too, even if they have cars with different weight balance and handling characteristics than the Ferrari 550BMS. We hope that our tyres will offer solid performance even with cars like the Lamborghini Murcielago GTR.

Engine

Power: 610cv@6250rpm Torque: 775Nm@5250rpm Maximum reliable RPM: 6300rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			¢ \	A. vs	Torq	ue (l	N-m)	and	Po	wer	(HP)	and	Con	npre	essio	on to	orqu	e (N	-m)	
0.0	-58.1	-58.0	0.0		900					1			-	1		1	1	-		1	1		900
250.0	-35.3	-30.0	-1.1		10000																		
500.0	-22.7	120.0	8.4		000																		000
750.0	-26.0	170.0	17.9		800															1			800
1000.0	-30.4	230.0	32.3										10										
1250.0	-35.0	290.0	50.9		700						1-	-		-			┣╲						700
1500.0	-40.0	340.0	71.6																				
1750.0	-95.5	460.0	113.0		800			_		X										-			800
2000.0	-101.3	520.0	146.1		000				1						1								000
2250.0	-107.3	580.0	183.3												/				N				
2500.0	-113.4	620.0	217.7		500				1					\checkmark					1				500
2750.0	-119.8	650.0	251.0						<u> </u>				1						Λ				
3000.0	-126.3	700.0	294.9		400																		400
3250.0	-133.1	705.0	321.8		400			/				1								V.			400
3500.0	-140.0	705.0	346.5																				
3750.0	-147.1	715.0	376.5		300			1			\sim												300
4000.0	-154.4	725.0	407.3				- V			1											۱.		
4250.0	-162.1	745.0	444.6		200		_/_														1		200
4500.0	-169.9	760.0	480.3		200				1												Λ.		200
4750.0	-178.0	765.0	510.3			- J															1	1	
5000.0	-186.3	770.0	540.7		100																	<u>٦</u>	100
5250.0	-195.0	775.0	571.4																				
5500.0	-204.3	760.0	587.0		0		_	<u></u>															۰ I
5750.0	-213.6	740.0	597.5				-	_															
8000.0	-223.4	720.0	606.7																				
6250.0	-233.7	695.0	610.0		-100				_								1						-100
6500.0	-244.3	650.0	593.3										-	_									
8750.0	-255.4	600.0	568.8		-200										-					-			-200
7000.0	-266.9	520.0	511.2														-	1.120					
7250.0	-278.6	420.0	427.6		100000													Sec. 1	-				
7500.0	-291.1	350.0	368.6		-300																-		-300
7750.0	-304.0	300.0	328.5																				
8000.0	-316.9	200.0	224.7		-400																		-400
8250.0	-330.6	100.0	115.9																				
9750.0	-345.0	90.0	107.4																				
9000.0	-309.6	40.0	49.2		-500	0 =		4	2	2	2	2	4	4	=	=			7	7			500
5000.0	-375.0	10.0	12.0	~		000	000	-000	1000	1500	0000	0000	1000	1000	0000	0000	000	0000	000	000	000	0000	000

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Handling and other info: A car with simple and yet effective solutions. Very easy to drive, it is also very forgiving that rarely puts the driver into harm's way despite its powerful engine. Neutral in-turn, it can be easily forced into oversteer with a bit of throttle: the slide, however, is easy to deal with, and great fun too! However, this style of driving will result in excessive tyre wear, so it is suggested that the driver shows a little prudence—prudence that can pay off big-time as this car can be very light on its tyres and can therefore, over long distances, provide for some satisfactory results.

Creation Lister

Dunlop dry GT tyres characteristics

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Engine

Power: 588.8cv@6500rpm Torque: 725Nm@5250rpm Maximum reliable RPM: 6582rpm Reliability step: 212.4rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			Ĉ M	. vs T	orqu	ıe (N	l-m) ;	and	Pow	ver (H	HP) a	and	Com	npre	ssior	n tor	que	(N-m))	
0.0	-58.1	-58.0	0.0		800						1	1			1	1	-		1				800
250.0	-35.3	-30.0	-1.1	101	100000																		anaar.
500.0	-22.7	120.0	8.4											198									
750.0	-26.0	170.0	17.9		700		_						-	-			+	_	-			-1	700
1000.0	-30.4	230.0	32.3																				
1250.0	-35.0	290.0	50.9									4											
1500.0	-40.0	340.0	71.6		600						1						-						600
1750.0	-45.0	390.0	95.8							1	2								N				
2000.0	-49.6	425.0	119.4		500					1					/								500
2250.0	-53.0	460.0	145.3		500					/				1									500
2500.0	-55.2	510.0	179.1						1					/						1			
2750.0	-60.0	550.0	212.4		400				1				1							1			400
3000.0	-65.2	584.0	246.0		400			1					/							1			400
3250.0	-71.0	615.0	280.7					1												- N			
3500.0	-78.7	645.0	317.0		300			4_		_	1 3	/				_				_1			300
3750.0	-85.0	875.0	355.5				_ /				1									1			
4000.0	-92.0	688.0	380.5				1				/										1		
4250.0	-98.0	895.0	414.8		200		4	_	_	-/	8	_				_	_	_	_		<u>\</u>		200
4500.0	-105.9	705.0	440.0				<u> </u>			/											Λ.		
5000.0	-117.0	712.0	4/4.9		5.000	- V															1		
5250.0	-120.1	720.0	505.0		100	<u> </u>		1															100
5500.0	-133.0	725.0	534.0			<u> </u>																N I	
5750.0	-145.0	710.0	572.2				/																
6000.0	-189.5	820.0	572.0		0																	- 1	0
6250.0	-176.0	885.0	583.7				100	-															
6500.0	-184 7	645.0	588.8																				
6750.0	-193.0	610.0	578.2		-100									-	-								-100
7000.0	-200.2	560.0	550.5													+							
7250.0	-213.0	500.0	509.1		200													-					200
7500.0	-226.0	380.0	400.2		-200															-			-200
7750.0	-238.0	250.0	272.1																				
8000.0	-252.2	170.0	191.0		-300					<u>}</u>											1		-300
8250.0	-275.0	100.0	115.9																				
8500.0	-298.8	50.0	59.7																				
8750.0	-315.0	5.0	6.1		-400																		-400
					0	5	1	1	2	2	3	3	4	4	5	5	6	6	7	Z	8	8	
						8	000	00	00	000	8	000	00	000	ő	000	000	000	8	000	000	000	
				Ψ.																			

Weight: 1180 kg CoG: 0.245 Weight Brear wingnce: 51%@front - 49%@ rear

Aerodynamics

Aerodynamics efficiency: 2/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.065m Minimum ride height before stalling begins: 0.080m Optimum rake front/rear: 0.005m Minimum downforce splitter: 28.5% Minimum downforce rear wing: 42% Minimum downforce diffusor: 29.5% Maximum downforce splitter: 29.2% Maximum downforce rear wing: 56.2% Maximum downforce diffusor: 14.6%

Gearbox

Gearbox: Sequential with autoblip and autocutoff, lightening quick both on upshift and down. Upshifting time: 0.140" Downshift time: 0.170"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.672 Wheel rate rear: 1.200

Handling and other info: This is a very unique car in GT racing that, after many special dispensations from the GT-Racing governing body, has allowed it to remain competitive. Its continuing evolution has seen the Lister become almost a prototype. Being seriously down on power, the Lister comes into its own through the turns where it enjoys magnificent turn-in and mid-turn performance. Exit traction is equally impressive, considering the front end grip and good torque, even if it is as a consequence of its power-limitation. The Lister is not very sensitive to setup changes, and seems always to maintain its secure and stable characteristics. It is also supremely easy with tyre wear, and this can be used, particularly in long races, to great advantage.

Ferrari 360 Modena

Dunlop dry NGT tyres characteristics

Soft, Medium, Hard SpringBase=70000N (no pressure) SpringkPa=925 Damper=1200, 1000 for rear tyres Slipangle Dry tyres: 8.7degrees to 12.7@12500N load Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Dunlop wet NGT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 57500N (no pressure) SpringkPa=925 Damper=1200, 1000 for rear tyres Slipangle Wet tyres: 9.8degrees to 13.3@13500N load intermediate, @13200N hard wet, @12900N soft wet Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: We have created various types of tyres that are easily interchangeable one between the other in order to supply teams that use various cars and models. The adaptiveness of our tyres is guaranteed by our constant work and dedication that is a trademark of our brand no matter what the category. Our competitors say that we make very generic tyres, but we respond that we have always treated our clients equally without creating an advantage for any one team or manufacturer in particular.

Engine

Power: 448.5cv@8750rpm Torque: 410Nm@6250-6500rpm Maximum reliable RPM: 8500rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			¢	M. v	s To	orqu	ie (l	N-m)) an	d Po	owei	· (HF	^p) ar	nd C	om	pre	ssic	on t	orq	ue (N-m	ı)	
0.0	-58.4	-58.0	0.0		500			1	-	-	-				-			-				1				500
250.0	-33.0	-9.0	-0.3		0.020.000																					
500.0	-13.7	60.0	4.2																1.0	\sim						
750.0	-22.0	120.0	12.6		400									1				~	_			1				400
1000.0	-30.4	150.0	21.1														\sim			-	-	1				
1250.0	-35.0	160.0	28.1									1				/										
1500.0	-40.0	180.0	37.9		300			_			1	6			/						<i>.</i>					300
1750.0	-18.0	200.0	49.2							1	2			/									1			
2000.0	-49.6	220.0	61.8						1	1													1			
2250.0	-53.0	245.0	77.4		200				1														<u>u</u>			200
2500.0	-55.2	260.0	91.3		200			X				/											1			200
2750.0	-60.0	280.0	108.1				1	~			1												1			
3000.0	-65.2	300.0	126.4		100		1			1													1			100
3250.0	-71.0	320.0	146.1		100				1	/														1		100
3500.0	-78.7	340.0	167.1						~															1		
3750.0	-85.0	355.0	187.0				-																	1		
4000.0	-92.0	370.0	207.8		0	77					1						1									0
4250.0	-98.0	376.0	224.4					$\mathbf{\gamma}$																		
4500.0	-105.9	385.0	243.3								1	-													1	
4750.0	-117.0	395.0	263.5		-100		- 3			-3				-								+			0.00	-100
5000.0	-120.1	400.0	280.9												-											
5250.0	-133.0	403.0	297.1													-	and a									
5750.0	-140.0	405.0	312.8		-200										-							+				-200
8000.0	-107.0	407.0	328.7																							
8250.0	-109.0	409.0	344.0																	N						
8500.0	-170.0	410.0	333.3		-300	-		_	-						_	_	-									-300
8750.0	-104.7	410.0	374.3																			۲.		N		
7000.0	-153.0	400.0	202.2																					T		
7250.0	-200.2	395.0	402.2		-400						-						-			+					\mathbf{X}	-400
7500 0	-228.0	390.0	410.8																				1		/	000000
7750 0	-238.0	385.0	419.0																				1			
8000.0	-252 2	380.0	426.9		-500																			V		-500
8250.0	-275 0	375.0	434.5																							
8500.0	-298 8	370.0	441.7																							
8750.0	-315.0	365.0	448.5		-600									-												-800
9000.0	-330.0	340.0	429.7			0 5	1	1	2	2	3	3	4 4	1 5	5	6	6	7	7	8	8	9	9	1	1 1	
9250.0	-365.0	280.0	363.7			Õ	8	5	8	50	8	5	8 8	5 0	5	8	5	8	5	8	5	8	5	8	0 1	5
9500.0	-400.0	200.0	266.8	-		Ŭ	ŏ	ŏ	ŏ	ŏ	ŏ	Ő	õõ	ōŏ	ŏ	ŏ	ŏ	ŏ	ŏ	õ	Ő	õ	Ő	Ő	õ õ	
1				-		_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_			

Weight: 1180 kg CoG: 0.255 Weight Brear wingnce: 44%@front - 56%@ rear

Aerodynamics

Aerodynamics efficiency: 3/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.04m Minimum ride height before stalling begins: 0.100m Optimum rake front/rear: 0.000m Minimum downforce splitter: 18% Minimum downforce rear wing: 46% Minimum downforce diffusor: 36% Maximum downforce splitter: 21% Maximum downforce rear wing: 60% Maximum downforce diffusor: 19%

Gearbox

Gearbox: Semi-automatic version as found in the standard road-going version with autoblip and autocutoff. This is slow, and a principle disadvantage of this car.

Upshifting time: 0.250" Downshift time: 0.280"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.588 Wheel rate rear: 0.588

Handling and other info: The car offers a very direct turn-in but, unfortunately, the rear, in this phase, has a tendency to slide out. This handling characteristic is difficult to dial-out even with setup work. It is very good in mid-turn, and has excellent traction.

Ferrari 360GTC Modena

Dunlop dry NGT tyres characteristics

Soft, Medium, Hard SpringBase=70000N (no pressure) SpringkPa=925 Damper=1200, 1000 for rear tyres Slipangle Dry tyres: 8.7degrees to 12.7@12500N load Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Dunlop wet NGT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 57500N (no pressure) SpringkPa=925 Damper=1200, 1000 for rear tyres Slipangle Wet tyres: 9.8degrees to 13.3@13500N load intermediate, @13200N hard wet, @12900N soft wet Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: We have created various types of tyres that are easily interchangeable one between the other in order to supply teams that use various cars and models. The adaptiveness of our tyres is guaranteed by our constant work and dedication that is a trademark of our brand no matter what the category. Our competitors say that we make very generic tyres, but we respond that we have always treated our clients equally without creating an advantage for any one team or manufacturer in particular.

Engine

Power: 459.6cv@8750rpm Torque: 410Nm@6250-6500rpm Maximum reliable RPM: 8750rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			С М. у	vs To	rque	e (N-	m) a	nd P	owe	er (H	P) ar	nd C	Com	pres	sion	tore	lue ((N-m)		
0.0	-58.4	-58.0	0.0		500		-				1	-			-	-			-	-			500
250.0	-33.0	-9.0	-0.3	-	57750.042																		and the second
500.0	-13.7	60.0	4.2																N				
750.0	-22.0	120.0	12.6		400						_					\sim		_	-1		+		400
1000.0	-30.4	150.0	21.1																$\langle \rangle$				
1250.0	-35.0	160.0	28.1							1				/					<u>\</u>				
1500.0	-40.0	180.0	37.9		300		_	-	1-12		_		/		-				$ \rightarrow $	1		_	300
1750.0	-18.0	200.0	49.2																	1			
2000.0	-49.6	220.0	61.8					1			1.1									1			
2250.0	-53.0	245.0	77.4		200			<u> </u>			/									1			200
2500.0	-55.2	260.0	91.3		200		1			1										1			200
2750.0	-60.0	280.0	108.1				~			/										1			
3000.0	-65.2	300.0	126.4			<u> </u>														- <u>\</u>		-	100
3250.0	-71.0	320.0	146.1		100			1															100
3500.0	-78.7	340.0	167.1																		1		
3750.0	-85.0	355.0	187.0																				
4000.0	-92.0	370.0	207.8		0	The																	0
4250.0	-98.0	376.0	224.4				~															M	
4500.0	-105.9	385.0	243.3							-	_											_ \	
4750.0	-117.0	395.0	263.5		-100																		-100
5000.0	-120.1	400.0	280.9																				
5250.0	-133.0	403.0	297.1											-									
5500.0	-145.6	405.0	312.8		-200						_				-	~			_	-			-200
5750.0	-157.0	407.0	328.7														1						
8000.0	-169.5	409.0	344.6																				
6250.0	-176.0	410.0	359.9		-300									_	_			~	_		+		-300
8500.0	-184.7	410.0	374.3																1		K		
8750.0	-193.0	409.0	387.7																				
7000.0	-200.2	408.0	401.1		-400															1			-400
7250.0	-213.0	408.0	413.4																	1			1000
7500.0	-226.0	404.0	425.5																	1)	
7750.0	-238.0	400.0	435.3		-500															1	V		-500
8000.0	-252.2	395.0	443.8		-500																		1000
8250.0	-275.0	390.0	401.8																				
8500.0	-298.8	382.0	450.0																			- 12	1000
8750.0	-315.0	3/4.0	409.6		-800			-			4					7	7 /			-			-800
9250.0	-330.0	340.0	429.7				5	ó	5 0	5	đ	5 0	3 8	8	5	6	5	5	ő	95	0 0	1	
9500.0	-305.0	280.0	303.7			0 8	8	8	8 8	8	8	8 8	3 8	8	8	8	8	3 8	8	8	0 5	8	
0000.0	-400.0	200.0	200.0	-																	0 0	0	

Weight: 1180 kg CoG: 0.245 Weight Brear wingnce: 44%@front - 56%@ rear

Aerodynamics

Aerodynamics efficiency: 4/5 Aerodynamics sensibility: 3/5 Minimum ride height before stalling begins: 0.050m Minimum ride height before stalling begins: 0.100m Optimum rake front/rear: 0.000m Minimum downforce splitter: 17.3% Minimum downforce rear wing: 43.3% Minimum downforce diffusor: 39.4% Maximum downforce splitter: 20.4% Maximum downforce rear wing: 58.1% Maximum downforce diffusor: 21.5%

Gearbox

Gearbox: Sequential with autoblip and autocutoff. Very fast, and a vast improvement over the 360 Modena. Upshifting time: 0.120" Downshift time: 0.150"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.588 Wheel rate rear: 0.588

Handling and other info: As with the 360 Modena above, the turn-in is very direct. And while the GTC exhibits a more stable rear-end on entry, it still remains a tad unstable. The more efficient aerodynamics improves the already superb mid-turn capability, as well as its handling under braking. Traction remains superb on exit. This model is significantly quicker than the 360 Modena.

Ferrari 360GTC Modena

Pirelli dry NGT tyres characteristics

Soft, Medium, Hard SpringBase=70000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Dry tyres: 8degrees to 12.3@12500N load Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Pirelli wet NGT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 57500N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Wet tyres: 10.4degrees to 15.0@14800N load intermediate, @14400N hard wet, @14000N soft wet Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Our strategic partnership with the Ferrari NGT team has permitted us to follow the step-by-step evolution of the new F360GTC model. For this model, we can guarantee the perfect match with our tyres, in order to achieve the correct temperatures in every condition, and offer the best performance available. For other racing cars with different weight balance, it's still possible to use different types of tyres on the front and rear axle, in order to obtain the correct temperatures.

Engine

Power: 459.6cv@8750rpm Torque: 410Nm@6250-6500rpm Maximum reliable RPM: 8750rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			С М. у	vs To	rque	e (N-	m) a	nd P	owe	er (H	P) ar	nd C	Com	pres	sion	tore	lue ((N-m)		
0.0	-58.4	-58.0	0.0		500		-				1	-				-			-	-			500
250.0	-33.0	-9.0	-0.3		57750.042																		and the second
500.0	-13.7	60.0	4.2																N				
750.0	-22.0	120.0	12.6		400						_					\sim		_	-1		+		400
1000.0	-30.4	150.0	21.1																$\langle \rangle$				
1250.0	-35.0	160.0	28.1							1				/					<u>\</u>				
1500.0	-40.0	180.0	37.9		300		_	-	1-12		_		/		-				$ \rightarrow $	1			300
1750.0	-18.0	200.0	49.2																	1			
2000.0	-49.6	220.0	61.8					1			1.1									1			
2250.0	-53.0	245.0	77.4		200			<u> </u>			/									1			200
2500.0	-55.2	260.0	91.3		200		1			1										1			200
2750.0	-60.0	280.0	108.1				~			/										1			
3000.0	-65.2	300.0	126.4			<u> </u>			1											- <u>\</u>		-	100
3250.0	-71.0	320.0	146.1		100			1															100
3500.0	-78.7	340.0	167.1																		1		
3750.0	-85.0	355.0	187.0																				
4000.0	-92.0	370.0	207.8		0	The																	0
4250.0	-98.0	376.0	224.4				~															М	
4500.0	-105.9	385.0	243.3							-	_											- \	
4750.0	-117.0	395.0	263.5		-100																		-100
5000.0	-120.1	400.0	280.9																				
5250.0	-133.0	403.0	297.1											-									
5500.0	-145.6	405.0	312.8		-200						_				-	~			_	-			-200
5750.0	-157.0	407.0	328.7														~						
8000.0	-169.5	409.0	344.6																				
6250.0	-176.0	410.0	359.9		-300									_	_			~	_		+		-300
8500.0	-184.7	410.0	374.3																1		K		
8750.0	-193.0	409.0	387.7																				
7000.0	-200.2	408.0	401.1		-400															1			-400
7250.0	-213.0	408.0	413.4																	1			1000
7500.0	-226.0	404.0	425.5																	1)	
7750.0	-238.0	400.0	435.3		-500															1	V		-500
8000.0	-252.2	395.0	443.8		-500																		1000
0200.0	-275.0	390.0	401.8																				
8500.0	-298.8	382.0	450.0																			-	1000
8750.0	-315.0	3/4.0	409.6		-800			-			4					7	7 /			-			-800
9250.0	-330.0	340.0	429.7				5	ó	5 0	5	đ	5 0	3 8	8	5	6	5	5	ő	95	0 0	1	
9500.0	-305.0	280.0	303.7			0 8	8	8	8 8	8	8	8 8	3 8	8	8	8	8	3 8	8	8	0 5	8	
0000.0	-400.0	200.0	200.0	-																	0 0	0	

Weight: 1180 kg CoG: 0.245 Weight Brear wingnce: 44%@front - 56%@ rear

Aerodynamics

Aerodynamics efficiency: 4/5 Aerodynamics sensibility: 3/5 Minimum ride height before stalling begins: 0.050m Minimum ride height before stalling begins: 0.100m Optimum rake front/rear: 0.000m Minimum downforce splitter: 17.3% Minimum downforce rear wing: 43.3% Minimum downforce diffusor: 39.4% Maximum downforce splitter: 20.4% Maximum downforce rear wing: 58.1% Maximum downforce diffusor: 21.5%

Gearbox

Gearbox: Sequential with autoblip and autocutoff. Very fast, and a vast improvement over the 360 Modena. Upshifting time: 0.120" Downshift time: 0.150"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.588 Wheel rate rear: 0.588

Handling and other info: As with the 360 Modena above, the turn-in is very direct. And while the GTC exhibits a more stable rear-end on entry, it still remains a tad unstable. The more efficient aerodynamics improves the already superb mid-turn capability, as well as its handling under braking. Traction remains superb on exit. This model is significantly quicker than the 360 Modena.

Ferrari 360 modena

Pirelli dry NGT tyres characteristics

Soft, Medium, Hard SpringBase=70000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Dry tyres: 8degrees to 12.3@12500N load Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Pirelli wet NGT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 57500N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Wet tyres: 10.4degrees to 15.0@14800N load intermediate, @14400N hard wet, @14000N soft wet Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Our strategic partnership with the Ferrari NGT team has permitted us to follow the step-by-step evolution of the new F360GTC model. For this model, we can guarantee the perfect match with our tyres, in order to achieve the correct temperatures in every condition, and offer the best performance available. For other racing cars with different weight balance, it's still possible to use different types of tyres on the front and rear axle, in order to obtain the correct temperatures.

Engine

Power: 448.5cv@8750rpm Torque: 410Nm@6250-6500rpm Maximum reliable RPM: 8500rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			¢. M.	vs T	orqu	ıe (N	I-m)	and	l Po	wer	(HP) an	d Co	omp	ores	sion	tore	lne	(N-r	n)	
0.0	-58.4	-58.0	0.0		500									-						1				500
250.0	-33.0	-9.0	-0.3		8884074																			and the second
500.0	-13.7	60.0	4.2																\sim					
750.0	-22.0	120.0	12.6		400	_		_	_					-			-			-\				400
1000.0	-30.4	150.0	21.1																-	1				
1250.0	-35.0	160.0	28.1												/					N				
1500.0	-40.0	180.0	37.9		300									/						\sim	1			300
1750.0	-18.0	200.0	49.2		000				1	2			/								1			000
2000.0	-49.6	220.0	61.8					1	1			1									11			
2250.0	-53.0	245.0	77.4		200			1													4			200
2500.0	-55.2	260.0	91.3		200		1	Association of the	1		/				Ĩ	1					4			200
2750.0	-60.0	280.0	108.1				- C			1											- 3			
3000.0	-65.2	300.0	126.4			1			1													1		
3250.0	-71.0	320.0	146.1		100			1	/					+-		1						1		100
3500.0	-78.7	340.0	167.1			1		/														1		
3750.0	-85.0	355.0	187.0			1_	-															1		
4000.0	-92.0	370.0	207.8		0	The								+		-				-		-		0
4250.0	-98.0	376.0	224.4			\sim	~																	
4500.0	-105.9	385.0	243.3		1					-													1	
4750.0	-117.0	395.0	263.5		-100							-												-100
5000.0	-120.1	400.0	280.9																					
5250.0	-133.0	403.0	297.1												-									
5500.0	-145.6	405.0	312.8		-200	_		-						_			_			_	-	_		-200
5750.0	-157.0	407.0	328.7																					
6000.0	-169.5	409.0	344.6																					
6250.0	-176.0	410.0	359.9		-300														1					-300
6500.0	-184.7	410.0	374.3																	1				000
6750.0	-193.0	409.0	387.7																			ſ		
7000.0	-200.2	400.0	393.2		400																			400
7250.0	-213.0	395.0	402.2		400																1			-400
7500.0	-226.0	390.0	410.8																		1		1	
7750.0	-238.0	385.0	419.0																			V.		
8000.0	-252.2	380.0	426.9		-500																			-500
8250.0	-275.0	375.0	434.5																					
8500.0	-298.8	370.0	441.7																					
8750.0	-315.0	365.0	448.5		-600				_											_		_		-600
9000.0	-330.0	340.0	429.7		0	5 1	1	20	25	3	3 4	4 4	5	5	8	6	6	7 8	8	8	25	1	1 1	
9250.0	-365.0	280.0	363.7			ŏğ	ğğ	ŏ	ŏ	ğ	ŏġ	j ğ	ŏ	ğ	ğ	ğ	ğ	ğğ	ğ	ğ	ŏ	ğ	5 0	2
9500.0	-400.0	200.0	266.8	-			0	0	0	0	0 (0	0	0	0	0	0 0	0	0	0	ŏ	8 G	8
								_	_	_	_			_	_	_	_	_	_	_	_	_	-	

Weight: 1180 kg CoG: 0.255 Weight Brear wingnce: 44%@front - 56%@ rear

Aerodynamics

Aerodynamics efficiency: 3/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.04m Minimum ride height before stalling begins: 0.100m Optimum rake front/rear: 0.000m Minimum downforce splitter: 18% Minimum downforce rear wing: 46% Minimum downforce diffusor: 36% Maximum downforce splitter: 21% Maximum downforce rear wing: 60% Maximum downforce diffusor: 19%

Gearbox

Gearbox: Semi-automatic version as found in the standard road-going version with autoblip and autocutoff. This is slow, and a principle disadvantage of this car.

Upshifting time: 0.250" Downshift time: 0.280"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.588 Wheel rate rear: 0.588

Handling and other info: The car offers a very direct turn-in but, unfortunately, the rear, in this phase, has a tendency to slide out. This handling characteristic is difficult to dial-out even with setup work. It is very good in mid-turn, and has excellent traction.

Ferrari 360 modena

Yokohama dry NGT tyres characteristics

Soft, Medium, Hard SpringBase=70000N (no pressure) SpringkPa=925 Damper=1200, 1000 for rear tyres Slipangle Dry tyres: 8.8degrees to 12.7@13000N load Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Yokohama wet NGT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 57500N (no pressure) SpringkPa=925 Damper=1200, 1000 for rear tyres Slipangle Wet tyres: 8degrees to 10.5@13500N load intermediate, @13200N hard wet, @12900N soft wet Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: We are particularly happy to enter the word of FIAGT racing with our clients that race both Ferrari NGT, and Porsche NGT race-cars. Great dedication and attention was needed to achieve competitive results from our tyres, even if we lack the experience of our competitors. This year will be very important for us, and we will try to use all the telemetry data to better understand the specific needs of our clients, in order to be able to equip them with even better performing tyres in the future.

Engine

Power: 448.5cv@8750rpm Torque: 410Nm@6250-6500rpm Maximum reliable RPM: 8500rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			€M.	vs To	orqu	e (N	l-m)	and	Pov	ver	(HP) an	d Co	omp	oress	ion	torq	ue	(N-m)	
0.0	-58.4	-58.0	0.0		500					1 1														500
250.0	-33.0	-9.0	-0.3		1122.024																			1000000
500.0	-13.7	60.0	4.2																_					
750.0	-22.0	120.0	12.6		400			_	_			_	100	-			-			1				400
1000.0	-30.4	150.0	21.1								-				1				-	1				
1250.0	-35.0	160.0	28.1																					
1500.0	-40.0	180.0	37.9		300	- 10 A		-	4-0			_								\rightarrow	1			300
1750.0	-18.0	200.0	49.2						1				/								1			1000
2000.0	-49.6	220.0	61.8					1	1			1									ч.			
2250.0	-53.0	245.0	77.4		200		13	1													4			200
2500.0	-55.2	260.0	91.3		200		X														1			200
2750.0	-60.0	280.0	108.1																		1			
3000.0	-65.2	300.0	126.4		100				1			-											5	100
3250.0	-71.0	320.0	146.1		100			1														1		100
3500.0	-78.7	340.0	167.1				1															Υ.		
3750.0	-85.0	355.0	187.0																			1		
4000.0	-92.0	370.0	207.8		. U.	1~	_	6																
4250.0	-98.0	376.0	224.4			/ 1	~	1																
4500.0	-105.9	385.0	243.3								-												- X	10000
5000.0	-117.0	395.0	203.0		-100		- 18-	- 14							3				- 3	- 8-		3		-100
5250.0	-120.1	400.0	280.9											-										
5500.0	-133.0	405.0	212.0												-	100								
5750.0	-145.0	407.0	372.0		-200												1							-200
6000 0	-189.5	409.0	344.6																					
6250.0	-176.0	410.0	359.9		100000																			
6500.0	-184 7	410.0	374.3		-300																			-300
6750.0	-193.0	409.0	387.7																	1		A		
7000.0	-200.2	400.0	393.2																			T		
7250.0	-213.0	395.0	402.2		-400									-							1	+	\mathcal{F}	-400
7500.0	-226.0	390.0	410.8																		1	1		
7750.0	-238.0	385.0	419.0		2000																1			100000
8000.0	-252.2	380.0	426.9		-500																	¥		-500
8250.0	-275.0	375.0	434.5																					
8500.0	-298.8	370.0	441.7																					
8750.0	-315.0	365.0	448.5		-600														- 3			2		-600
9000.0	-330.0	340.0	429.7		10000	0 5 1	1	2	2	3 3	3 4	4	5	5	6	ĝ j	7	7 8	ş	9	2	1	1 1	
9250.0	-365.0	280.0	363.7			8 8	õ	ő	8	0 0	8 8	8	ğ	õ	ő	8	ğ	8 8	8	ğ	8	ő	5 0	
9500.0	-400.0	200.0	266.8	-		0	0	0	0	0 0	0 0	0	0	0	0	0 (D I	0 0	0	0	0	8	88	
							_	_							_				_					

Weight: 1180 kg CoG: 0.255 Weight Brear wingnce: 44%@front - 56%@ rear

Aerodynamics

Aerodynamics efficiency: 3/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.04m Minimum ride height before stalling begins: 0.100m Optimum rake front/rear: 0.000m Minimum downforce splitter: 18% Minimum downforce rear wing: 46% Minimum downforce diffusor: 36% Maximum downforce splitter: 21% Maximum downforce rear wing: 60% Maximum downforce diffusor: 19%

Gearbox

Gearbox: Semi-automatic version as found in the standard road-going version with autoblip and autocutoff. This is slow, and a principle disadvantage of this car.

Upshifting time: 0.250" Downshift time: 0.280"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.588 Wheel rate rear: 0.588

Handling and other info: The car offers a very direct turn-in but, unfortunately, the rear, in this phase, has a tendency to slide out. This handling characteristic is difficult to dial-out even with setup work. It is very good in mid-turn, and has excellent traction.

Ferrari 575GTC

Michelin dry GT tyres characteristics

Soft, Medium, Hard SpringBase=95000N (no pressure) SpringkPa=930 Damper=1350, 1200 for rear tyres Slipangle Dry tyres: 8.3degrees to 12.9@13500N load Optimum lateral grip @ front camber: -3.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Michelin wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 95000N (no pressure) SpringkPa=930 Damper=1350, 1200 for rear tyres Slipangle Wet tyres: 8.6degrees to 12.4@15000N load intermediate, @14500N hard wet, @14000N soft wet Optimum lateral grip @ front camber: -3.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Following our excellent collaboration with team BMS, this year Michelin is proud to present a tyre specifically created for this car. Last year's outstanding results have also convinced us to try harder to prepare tyres for other clients too, even if they have cars with different weight balance and handling characteristics than the Ferrari 550BMS. We hope that our tyres will offer solid performance even with cars like the Lamborghini Murcielago GTR.

Engine

Power: 611.6cv@6500rpm Torque: 735Nm@5000rpm Maximum reliable RPM: 7000rpm Reliability step: 75rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			🗘 M. vs	Torq	ue (l	N-m)	and	Pow	er (HF) an	d Con	npre	ssio	n tor	que	(N-m	i)	
0.0	-58.4	-58.0	0.0		800		1		1						1	_				-1	800
250.0	-63.4	100.0	3.5		100000																COLUMN A
500.0	-68.5	150.0	10.5									100	-								
750.0	-73.6	250.0	26.3		700									_							700
1000.0	-78.9	280.0	39.3									<u> </u>									
1250.0	-84.3	290.0	50.9								1										
1500.0	-89.8	300.0	63.2		600						/			1							600
1750.0	-95.5	310.0	76.2							1 2	<u>-</u>		1				1				
2000.0	-101.3	330.0	92.7		500					1			/								500
2250.0	-107.3	380.0	120.1		500					7											500
2500.0	-113.4	400.0	140.4							8											
2750.0	-119.8	430.0	166.1		400				1			1									100
3000.0	-126.3	470.0	198.0		400		1	1			1										400
3250.0	-71.0	520.0	237.3					1										N 1			
3500.0	-78.7	560.0	275.3		300		1	<u> </u>			1										300
3750.0	-85.0	610.0	321.2																1		000
4000.0	-92.0	660.0	370.7			1															
4250.0	-98.0	700.0	417.8		200					/				_					1		200
4500.0	-105.9	720.0	455.0						1										N		
4750.0	-117.0	728.0	485.6						/										1		
5000.0	-120.1	735.0	516.1		100		_	/					_	_					-)		100
5250.0	-133.0	730.0	538.2				/													\mathbf{N}	
5500.0	-145.6	727.0	561.5																		
5750.0	-157.0	725.0	585.4		0								_	-							0
8000.0	-169.5	715.0	602.5																		
0250.0	-178.0	890.0	805.8				-			~											
0500.0	-184.7	870.0	611.6		-100			-		1			_	_							-100
0/50.0	-193.0	840.0	606.7							-											
7000.0	-200.2	810.0	599.7												-						
7200.0	-213.0	550.0	500.0		-200												-				-200
7300.0	-226.0	475.0	500.3															-			
8000.0	-238.0	400.0	435.3																1		
8250.0	-202.2	300.0	337.0		-300																-300
8250.0	-275.0	200.0	231.7																		
8500.0	-298.8	100.0	119.4		100																100
9000.0	-315.0	20.0	01.4		-400	5 4	4	2	2	2		1 /	5	5	8	8		7 0		-	-400
5000.0	-330.0	20.0	20.3	*	0	000	-500	1000	4500	1000	0000	4500	0000	0000	0000	0000	000			9000	
			0																		

Weight: 1180 kg CoG: 0.260 Weight Brear wingnce: 50%@front - 50%@ rear

Aerodynamics

Aerodynamics efficiency: 4.5/5 Aerodynamics sensibility: 2/5 Minimum ride height before stalling begins: 0.050m Minimum ride height before stalling begins: 0.080m Optimum rake front/rear: 0.005m Minimum downforce splitter: 36.2% Minimum downforce rear wing: 35.3% Minimum downforce diffusor: 28.5% Maximum downforce splitter: 31.6% Maximum downforce rear wing: 53.1% Maximum downforce diffusor: 15.3%

Gearbox

Gearbox: Sequential with autoblip and autocutoff, lightening quick both on upshift and down.. Upshifting time: 0.100" Downshift time: 0.120"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0. 780 Wheel rate rear: 0.900

Handling and other info: The 575 enjoys a little less front-weight than the 550, as well as a slightly better rear aerodynamics, resulting in a turn-in that is more precise than the 550. The behaviour is both stable and predictable. The brakes are superb. The power is slightly down, leading to improved exit traction, and making it probably a more forgiving ride than the 550. Very sensitive to setup changes, and very gentle on tyre wear. All-in-all, one of the most honest and quick cars, even if it is slightly down on horsepower and is, perhaps, a little more fragile than the 550.

Ferrari 575 GTC Pirelli

Pirelli dry GT tyres characteristics

Soft, Medium, Hard SpringBase= 85000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Dry tyres: 8degrees to 12.3@12500N load Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Pirelli wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 85000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Wet tyres: 10.4degrees to 15.0@15000N hard wet load, @14000 for soft wet, @12500 for intermediate compound Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Pirelli Competizione is proud to announce that this year will see them continue to equip numerous GT teams with tyres specific for front engine cars, just as successfully as they did last year. Moreover, this year we have the privilege to equip the official Maserati team. In fact, Pirelli Competizine has created a specific tyre for the MC12, a mid-engined supercar with high downforce. We are also certain that this experience will enable us to give great tyres for other similar characteristics, like the Saleen.

Engine

Power: 611.6cv@6500rpm Torque: 735Nm@5000rpm Maximum reliable RPM: 7000rpm Reliability step: 75rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			🗘 M. vs	Torq	ue (l	N-m)	and	Pow	er (HF) an	d Con	npre	ssio	n tor	que	(N-m	i)	
0.0	-58.4	-58.0	0.0		800		1		1						1					-1	800
250.0	-63.4	100.0	3.5		100000																COLUMN A
500.0	-68.5	150.0	10.5									100	-								
750.0	-73.6	250.0	26.3		700									_							700
1000.0	-78.9	280.0	39.3									<u> </u>									
1250.0	-84.3	290.0	50.9								1										
1500.0	-89.8	300.0	63.2		600						/			1							600
1750.0	-95.5	310.0	76.2							1 2	<u>-</u>		1				1				
2000.0	-101.3	330.0	92.7		500					1			/								500
2250.0	-107.3	380.0	120.1		500					7											500
2500.0	-113.4	400.0	140.4							8											
2750.0	-119.8	430.0	166.1		400				1			1									100
3000.0	-126.3	470.0	198.0		400		1	1			1										400
3250.0	-71.0	520.0	237.3					1										N 1			
3500.0	-78.7	560.0	275.3		300		100	<u> </u>			1										300
3750.0	-85.0	610.0	321.2																1		000
4000.0	-92.0	660.0	370.7			1															
4250.0	-98.0	700.0	417.8		200					/				_					1		200
4500.0	-105.9	720.0	455.0						1										N		
4750.0	-117.0	728.0	485.6						/										1		
5000.0	-120.1	735.0	516.1		100		_	/					_	_					-)		100
5250.0	-133.0	730.0	538.2				\sim													\mathbf{N}	
5500.0	-145.6	727.0	561.5																		
5750.0	-157.0	725.0	585.4		0								_	-							0
8000.0	-169.5	715.0	602.5																		
0250.0	-178.0	890.0	805.8							~											
0500.0	-184.7	870.0	611.6		-100			-		1			_	_							-100
0/50.0	-193.0	840.0	606.7							-											
7000.0	-200.2	810.0	599.7												-						
7200.0	-213.0	550.0	500.0		-200												-				-200
7300.0	-226.0	475.0	500.3															-			
8000.0	-238.0	400.0	435.3																1		
8250.0	-202.2	300.0	337.0		-300																-300
8250.0	-275.0	200.0	231.7																		
8500.0	-298.8	100.0	119.4		100																100
9000.0	-315.0	20.0	01.4		-400	5 4	4	2	2	2		1 /	5	5	8	8	7 .	7 0			-400
5000.0	-330.0	20.0	20.3	~	0	000	-500	1000	4500	1000	000000000000000000000000000000000000000	4500	0000	0000	0000	0000	000			9000	
			0																		

Weight: 1180 kg CoG: 0.260 Weight Brear wingnce: 50%@front - 50%@ rear

Aerodynamics

Aerodynamics efficiency: 4.5/5 Aerodynamics sensibility: 2/5 Minimum ride height before stalling begins: 0.050m Minimum ride height before stalling begins: 0.080m Optimum rake front/rear: 0.005m Minimum downforce splitter: 36.2% Minimum downforce rear wing: 35.3% Minimum downforce diffusor: 28.5% Maximum downforce splitter: 31.6% Maximum downforce rear wing: 53.1% Maximum downforce diffusor: 15.3%

Gearbox

Gearbox: Sequential with autoblip and autocutoff, lightening quick both on upshift and down.. Upshifting time: 0.100" Downshift time: 0.120"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0. 780 Wheel rate rear: 0.900

Handling and other info: The 575 enjoys a little less front-weight than the 550, as well as a slightly better rear aerodynamics, resulting in a turn-in that is more precise than the 550. The behaviour is both stable and predictable. The brakes are superb. The power is slightly down, leading to improved exit traction, and making it probably a more forgiving ride than the 550. Very sensitive to setup changes, and very gentle on tyre wear. All-in-all, one of the most honest and quick cars, even if it is slightly down on horsepower and is, perhaps, a little more fragile than the 550.

Ferrari 550 BMS

Michelin dry GT tyres characteristics

Soft, Medium, Hard SpringBase=95000N (no pressure) SpringkPa=930 Damper=1350, 1200 for rear tyres Slipangle Dry tyres: 8.3degrees to 12.9@13500N load Optimum lateral grip @ front camber: -3.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Michelin wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 95000N (no pressure) SpringkPa=930 Damper=1350, 1200 for rear tyres Slipangle Wet tyres: 8.6degrees to 12.4@15000N load intermediate, @14500N hard wet, @14000N soft wet Optimum lateral grip @ front camber: -3.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Following our excellent collaboration with team BMS, this year Michelin is proud to present a tyre specifically created for this car. Last year's outstanding results have also convinced us to try harder to prepare tyres for other clients too, even if they have cars with different weight balance and handling characteristics than the Ferrari 550BMS. We hope that our tyres will offer solid performance even with cars like the Lamborghini Murcielago GTR.

Engine

Power: 631.3cv@7250rpm Torque: 750Nm@5000rpm Maximum reliable RPM: 7200rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees
RPM	Compression	Torque	Power			¢	M. vs	Tor	que	(N-n	n) ar	nd P	owe	er (H	IP) a	nd	Com	pre	ssio	on to	rqu	e (N	-m)		
0.0	-58.4	-58.0	0.0		800			-		_			_			_		-	1		-			8	00
250.0	-33.0	-30.0	-1.1		1000000										1										100
500.0	-13.7	120.0	8.4		1000									1										1.000	1990
750.0	-22.0	160.0	16.9		700																			7	00
1000.0	-30.4	250.0	35.1										4												
1250.0	-35.0	290.0	50.9		600							1				1	\sim	-						6	00
1500.0	-40.0	320.0	67.4								10														
1750.0	-45.0	360.0	88.5								/				/						Λ.				
2000.0	-49.6	430.0	120.8		500					1				1			-	-			₩.		-	5	00
2250.0	-53.0	470.0	148.5						1					1							-11				
2500.0	-55.2	500.0	175.5		100				1				1												~
2750.0	-60.0	510.0	197.0		400				7				1											4	00
3000.0	-65.2	560.0	235.9					1				1										1			
3250.0	-71.0	570.0	260.2		300			4			_	$\boldsymbol{\prime}$			_	_			_			-H		3	00
3500.0	-78.7	610.0	299.8								1											_ <u>\</u>			
3750.0	-85.0	840.0	337.0								1												X.		
4000.0	-92.0	870.0	3/6.4		200						-		+-	-		-							1	2	00
4250.0	-98.0	700.0	417.8						1																
4750.0	-105.9	735.0	404.5		100				/															1 1	00
5000.0	-117.0	747.0	430.3		100		-	/																	~
5250.0	-120.1	747.0	550.7																						
5500.0	-145.8	745.0	575.4		0	-								_		-									0
5750.0	-157.0	735.0	593.5					-																	
6000.0	-169.5	725.0	610.9		1000							-												1.00	
6250.0	-176.0	705.0	618.8		-100				-3						-		- A	1		- 3			- 3 3	-1	00
8500.0	-184.7	682.0	622.5													-									
6750.0	-193.0	663.0	628.5		-200					_		_	_					-	-			_		-2	00
7000.0	-200.2	641.0	630.1		1000															-	1				1994
7250.0	-213.0	620.0	631.3																						
7500.0	-226.0	590.0	621.4		-300																			-3	00
7750.0	-238.0	545.0	593.2																				1		
8000.0	-252.2	450.0	505.6		400																		1		00
8250.0	-275.0	370.0	428.7		-400																			-4	00
8500.0	-298.8	300.0	358.1																						
8750.0	-315.0	220.0	270.3		-500					-2														-5	00
9000.0	-330.0	185.0	233.8		3)	5 1	1	2	2	3	3	4	4	5	5	6	ĝ	7	Z	8	ş	9	2	
9250.0	-365.0	150.0	194.9				8 g	8	ğ	8	ğ	8	ğ	8	ğ	õ	ğ	0	ğ	8	ő	8	ğ	õ	
9500.0	-400.0	100.0	133.4	~			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
								_	_		_			_					_		_	_			
				_					_		_			_				_	_	_	_	_			

Weight: 1180 kg CoG: 0.265 Weight Brear wingnce: 50%@front - 50%@ rear

Aerodynamics

Aerodynamics efficiency: 5/5 Aerodynamics sensibility: 1.5/5 Minimum ride height before stalling begins: 0.045m Minimum ride height before stalling begins: 0.065m Optimum rake front/rear: 0.005m Minimum downforce splitter: 28.5% Minimum downforce rear wing: 37.9% Minimum downforce diffusor: 33.6% Maximum downforce splitter: 27.5% Maximum downforce rear wing: 55.1% Maximum downforce diffusor: 17.4%

Gearbox

Gearbox: Sequential with autoblip and autocutoff: lightening quick both on upshift and down.. Upshifting time: 0.080" Downshift time: 0.090"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.650 Wheel rate rear: 0.750

Handling and other info: Notwithstanding its front-load, the car exhibits a very stable turn-in, and the rear follows without many problems. This neutral tendency means the mid-turn performance is amongst the best, being both secure and predictable. The brakes are excellent. However, with the light rear and the abundance of power, exit traction can be compromised. This can be negated by a skilled driver who is able to get the car into a slight drift on corner exit. This car is also very sensitive to setup changes, and is very gentle on tyre wear. All-in-all, probably the best car available

Ferrari 550

Michelin dry GT tyres characteristics

Soft, Medium, Hard SpringBase=95000N (no pressure) SpringkPa=930 Damper=1350, 1200 for rear tyres Slipangle Dry tyres: 8.3degrees to 12.9@13500N load Optimum lateral grip @ front camber: -3.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Michelin wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 95000N (no pressure) SpringkPa=930 Damper=1350, 1200 for rear tyres Slipangle Wet tyres: 8.6degrees to 12.4@15000N load intermediate, @14500N hard wet, @14000N soft wet Optimum lateral grip @ front camber: -3.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Following our excellent collaboration with team BMS, this year Michelin is proud to present a tyre specifically created for this car. Last year's outstanding results have also convinced us to try harder to prepare tyres for other clients too, even if they have cars with different weight balance and handling characteristics than the Ferrari 550BMS. We hope that our tyres will offer solid performance even with cars like the Lamborghini Murcielago GTR.

Engine

Power: 631.3cv@7250rpm Torque: 750Nm@5000rpm Maximum reliable RPM: 7200rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			¢	M. vs	Tor	que	(N-n	n) ar	nd P	owe	er (H	IP) a	nd	Com	pre	ssio	on to	rqu	e (N	-m)		
0.0	-58.4	-58.0	0.0		800			-		_			_			_		-	1		-			8	00
250.0	-33.0	-30.0	-1.1		1000000										1										100
500.0	-13.7	120.0	8.4		1000									1										1.000	1990
750.0	-22.0	160.0	16.9		700																			7	00
1000.0	-30.4	250.0	35.1										4												
1250.0	-35.0	290.0	50.9		600							1				1	\sim	-						6	00
1500.0	-40.0	320.0	67.4								10														
1750.0	-45.0	360.0	88.5								/				/						Λ.				
2000.0	-49.6	430.0	120.8		500					1				1			-	-			<u>₩</u>		-	5	00
2250.0	-53.0	470.0	148.5						1					1							-11				
2500.0	-55.2	500.0	175.5		100				1				1												~
2750.0	-60.0	510.0	197.0		400				7				1											4	00
3000.0	-65.2	560.0	235.9					1				1										1			
3250.0	-71.0	570.0	260.2		300			4			_	$\boldsymbol{\prime}$			_	_			_			-H		3	00
3500.0	-78.7	610.0	299.8								1											_ <u>\</u>			
3750.0	-85.0	840.0	337.0								1												X.		
4000.0	-92.0	870.0	3/6.4		200						-		+-	-		-							1	2	00
4250.0	-98.0	700.0	417.8						1																
4750.0	-105.9	735.0	404.5		100				/															1 1	00
5000.0	-117.0	747.0	430.3		100		-	/																	~
5250.0	-120.1	747.0	550.7																						
5500.0	-145.8	745.0	575.4		0	-								_		-									0
5750.0	-157.0	735.0	593.5					-																	
6000.0	-169.5	725.0	610.9		1000							-												1.00	
6250.0	-176.0	705.0	618.8		-100				-3						-		- A	1		- 3			3 3	-1	00
8500.0	-184.7	682.0	622.5													-									
6750.0	-193.0	663.0	628.5		-200					_		_	_					-	-			_		-2	00
7000.0	-200.2	641.0	630.1		1000															-	1				1994
7250.0	-213.0	620.0	631.3																						
7500.0	-226.0	590.0	621.4		-300																			-3	00
7750.0	-238.0	545.0	593.2																				1		
8000.0	-252.2	450.0	505.6		400																				00
8250.0	-275.0	370.0	428.7		-400																			-4	00
8500.0	-298.8	300.0	358.1																						
8750.0	-315.0	220.0	270.3		-500					-2										- 2				-5	00
9000.0	-330.0	185.0	233.8		3)	5 1	1	2	2	3	3	4	4	5	5	6	ĝ	7	Z	8	ş	9	2	
9250.0	-365.0	150.0	194.9				8 g	8	ğ	8	ğ	8	ğ	8	ğ	õ	ğ	0	ğ	8	ö	8	ğ	õ	
9500.0	-400.0	100.0	133.4	~			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
								_	_		_			_					_		_	_			
				_					_		_			_				_	_	_	_	_			

Weight: 1180 kg CoG: 0.265 Weight Brear wingnce: 50%@front - 50%@ rear

Aerodynamics

Aerodynamics efficiency: 5/5 Aerodynamics sensibility: 1.5/5 Minimum ride height before stalling begins: 0.045m Minimum ride height before stalling begins: 0.065m Optimum rake front/rear: 0.005m Minimum downforce splitter: 28.5% Minimum downforce rear wing: 37.9% Minimum downforce diffusor: 33.6% Maximum downforce splitter: 27.5% Maximum downforce rear wing: 55.1% Maximum downforce diffusor: 17.4%

Gearbox

Gearbox: Sequential with autoblip and autocutoff: lightening quick both on upshift and down.. Upshifting time: 0.080" Downshift time: 0.090"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.650 Wheel rate rear: 0.750

Handling and other info: Notwithstanding its front-load, the car exhibits a very stable turn-in, and the rear follows without many problems. This neutral tendency means the mid-turn performance is amongst the best, being both secure and predictable. The brakes are excellent. However, with the light rear and the abundance of power, exit traction can be compromised. This can be negated by a skilled driver who is able to get the car into a slight drift on corner exit. This car is also very sensitive to setup changes, and is very gentle on tyre wear. All-in-all, probably the best car available.

Ferrari 550 JMB

Pirelli dry GT tyres characteristics

Soft, Medium, Hard SpringBase= 85000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Dry tyres: 8degrees to 12.3@12500N load Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Pirelli wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 85000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Wet tyres: 10.4degrees to 15.0@15000N hard wet load, @14000 for soft wet, @12500 for intermediate compound Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Pirelli Competizione is proud to announce that this year will see them continue to equip numerous GT teams with tyres specific for front engine cars just as successfully as they did last year. Moreover, this year we have the privilege to equip the official Maserati team. In fact, Pirelli Competizine has created a specific tyre for the MC12, a mid-engined supercar with high downforce. We are also certain that this experience will enable us to give great tyres for other cars with similar characteristics like the Saleen.

Engine

Power: 620.7cv@6500rpm Torque: 750Nm@5000rpm Maximum reliable RPM: 7100rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			¢	M. vs	Torq	lue (N-m) and	d Po	wer	(HP)	and	Com	pres	sion	tore	que (l	N-m)	
0.0	-58.4	-58.0	0.0		800			-	1		1	1								1	T T	800
250.0	-33.0	-30.0	-1.1		The states																	
500.0	-13.7	120.0	8.4													-						
750.0	-22.0	160.0	16.9		700							_	1/	· · · · ·			<u>\</u>			_		70
1000.0	-30.4	250.0	35.1										1									
1250.0	-35.0	290.0	50.9									1					-					
1500.0	-40.0	320.0	67.4		600							1										800
1750.0	-45.0	360.0	88.5									1										
2000.0	-49.6	430.0	120.8		500					-	4								<u>\</u>			50
2250.0	-53.0	470.0	148.5		500					/				/								000
2500.0	-55.2	500.0	175.5										1							X.		
2750.0	-60.0	510.0	197.0		400				1													400
3000.0	-65.2	540.0	227.5		400				/				/									1 40
3250.0	-71.0	560.0	255.6					1				1									$\lambda \perp$	
3500.0	-78.7	580.0	285.1		300			4_														300
3750.0	-85.0	810.0	321.2																			
4000.0	-92.0	880.0	370.7				- <u>1</u>				/										\mathbb{N}	
4250.0	-98.0	700.0	417.8		200			_	_	1	4	_					_			_		200
4300.0	-105.9	735.0	404.0																			
5000.0	-117.0	747.0	498.3		2000				/													
5250.0	-120.1	750.0	520.0		100	-					-		-	0 0				10		-		100
5500.0	-133.0	747.0	575.4					/														
5750.0	-145.0	725.0	592.5				\sim															
6000 0	-189.5	725.0	610.9		0																	- (
6250.0	-176.0	700.0	614.4					-	_													
6500.0	-184 7	680.0	620.7									-										
6750.0	-193.0	640.0	606.7		-100									-	-							-100
7000.0	-200.2	600.0	589.8												-	-						
7250.0	-213.0	550.0	560.0		-200												-					-201
7500.0	-226.0	501.0	527.7		-200														-	-		-201
7750.0	-238.0	440.0	478.9																			
8000.0	-252.2	390.0	438.2		-300															1		-300
8250.0	-275.0	350.0	405.5																			
8500.0	-298.8	300.0	358.1																			
8750.0	-315.0	220.0	270.3		-400													16				-400
9000.0	-330.0	185.0	233.8		(5	1	1	2	2	3	3	4 4	4 5	5 5	6	ĝ	7	7	8	8 9	
9250.0	-365.0	150.0	194.9			8	8	8	ő	8	ő	8	8	8 8	8	ğ	8	8	8	ő	8 8	
				-			0	0	0	0	0	0	0 (0 0	0 0	0	0	0	0	0	0 0	
									_	_	_			_		_	_		_			

Weight: 1180 kg CoG: 0.270 Weight Brear wingnce: 50%@front - 50%@ rear

Aerodynamics

Aerodynamics efficiency: 4.5/5 Aerodynamics sensibility: 2.5/5 Minimum ride height before stalling begins: 0.050m Minimum ride height before stalling begins: 0.090m Optimum rake front/rear: 0.005m Minimum downforce splitter: 29.1% Minimum downforce rear wing: 38.6% Minimum downforce diffusor: 32.3% Maximum downforce splitter: 27.7% Maximum downforce rear wing: 55.7% Maximum downforce diffusor: 16.6%

Gearbox

Gearbox: Sequential with autoblip and autocutoff, lightening quick both on upshift and down.. Upshifting time: 0.100" Downshift time: 0.120"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.650 Wheel rate rear: 0.750

Handling and other info: Notwithstanding its front-load, the car exhibits a very stable turn-in, and the rear follows without many problems. This neutral tendency means the mid-turn performance is amongst the best, being both secure and predictable. The brakes are excellent. There is less power than the BMS varian, but still exit traction can be compromised. This can be negated by the skilled driver who is able to get the car into a slight drift on corner exit. This car is also very sensitive to setup changes, and is very gentle on tyre wear.

Ferrari 550 Wieth

Dunlop dry GT tyres characteristics

Soft, Medium, Hard SpringBase= 80000N (no pressure) SpringkPa=925 Damper=1250, 1100 for rear tyres Slipangle Dry tyres: 8.7degrees to 12.7@13000N load Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Dunlop wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 80000N (no pressure) SpringkPa=925 Damper=1250, 1100 for rear tyres Slipangle Wet tyres: 9.8degrees to 13.3@14250N load intermediate, @14000 hard wet, @13750 soft wet Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: We have created various types of tyres that are easily interchangeable one between the other in order to supply teams that use various cars and models. The adaptiveness of our tyres is guaranteed by our constant work and dedication that is a trademark of our brand no matter what the category. Our competitors say that we make very generic tyres, but we respond that we have always treated our clients equally without creating an advantage for any one team or manufacturer in particular.

Engine

Power: 620.7cv@6500rpm Torque: 750Nm@5000rpm Maximum reliable RPM: 7100rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			¢	M. vs	Torq	lue (N-m) and	d Po	wer	(HP)	and	Com	pres	sion	tore	que (l	N-m)	
0.0	-58.4	-58.0	0.0		800			-	1		1	1								1	T T	800
250.0	-33.0	-30.0	-1.1		The states																	
500.0	-13.7	120.0	8.4													-						
750.0	-22.0	160.0	16.9		700							_	1/	· · · · ·			<u>\</u>			_		70
1000.0	-30.4	250.0	35.1										1									
1250.0	-35.0	290.0	50.9									1					-					
1500.0	-40.0	320.0	67.4		600							1										800
1750.0	-45.0	360.0	88.5									1										
2000.0	-49.6	430.0	120.8		500					-	4								<u>\</u>			50
2250.0	-53.0	470.0	148.5		500					/				/								000
2500.0	-55.2	500.0	175.5										1							X.		
2750.0	-60.0	510.0	197.0		400				1													400
3000.0	-65.2	540.0	227.5		400				/				/									1 40
3250.0	-71.0	560.0	255.6					1				1									$\lambda \perp$	
3500.0	-78.7	580.0	285.1		300			4_														300
3750.0	-85.0	810.0	321.2																			
4000.0	-92.0	880.0	370.7				- <u>1</u>				/										\mathbb{N}	
4250.0	-98.0	700.0	417.8		200			_	_	1	4	_					_			_		200
4300.0	-105.9	735.0	404.0																			
5000.0	-117.0	747.0	498.3		2000				/													
5250.0	-120.1	750.0	520.0		100	-					-		-	0 0				10		-		100
5500.0	-133.0	747.0	575.4					/														
5750.0	-145.0	725.0	592.5				\sim															
6000 0	-189.5	725.0	610.9		0																	- (
6250.0	-176.0	700.0	614.4					-	_													
6500.0	-184 7	680.0	620.7									-										
6750.0	-193.0	640.0	606.7		-100									-	-							-100
7000.0	-200.2	600.0	589.8												-	-						
7250.0	-213.0	550.0	560.0		-200												-					-201
7500.0	-226.0	501.0	527.7		-200														-	-		-201
7750.0	-238.0	440.0	478.9																			
8000.0	-252.2	390.0	438.2		-300															1		-300
8250.0	-275.0	350.0	405.5																			
8500.0	-298.8	300.0	358.1																			
8750.0	-315.0	220.0	270.3		-400													16				-400
9000.0	-330.0	185.0	233.8		(5	1	1	2	2	3	3	4 4	4 5	5 5	6	ĝ	7	7	8	8 9	
9250.0	-365.0	150.0	194.9			8	8	8	ő	8	ő	8	8	8 8	8	ğ	8	8	8	ő	8 8	
				-			0	0	0	0	0	0	0 (0 0	0 0	0	0	0	0	0	0 0	
									_	_	_			_		_	_		_			

Weight: 1180 kg CoG: 0.270 Weight Brear wingnce: 50%@front - 50%@ rear

Aerodynamics

Aerodynamics efficiency: 3.5/5 Aerodynamics sensibility: 3/5 Minimum ride height before stalling begins: 0.060m Minimum ride height before stalling begins: 0.100m Optimum rake front/rear: 0.005m Minimum downforce splitter: 30.3% Minimum downforce rear wing: 40.3% Minimum downforce diffusor: 29.4% Maximum downforce splitter: 27.5% Maximum downforce rear wing: 57.8% Maximum downforce diffusor: 14.7%

Gearbox

Gearbox: Sequential with autoblip and autocutoff, quick both on upshift and down. Upshifting time: 0.140'' Downshift time: 0.170''

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.780 Wheel rate rear: 0.900

Handling and other info: The Wieth did not enjoy the same development, in terms of its aerodynamic package or its chassis, as can be seen on both the BMS and JMB. The result is a car that does not demonstrate the handling characteristics that allow it to be as competitive as the latter two models. It is also not only down on horsepower, but enjoys less of a linear distribution of power. In all, this car leaves much to be desired when compared to its two sister cars above.

Lamborghini Murcielago GTR

Michelin dry GT tyres characteristics

Soft, Medium, Hard SpringBase=95000N (no pressure) SpringkPa=930 Damper=1350, 1200 for rear tyres Slipangle Dry tyres: 8.3degrees to 12.9@13500N load Optimum lateral grip @ front camber: -3.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Michelin wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 95000N (no pressure) SpringkPa=930 Damper=1350, 1200 for rear tyres Slipangle Wet tyres: 8.6degrees to 12.4@15000N load intermediate, @14500N hard wet, @14000N soft wet Optimum lateral grip @ front camber: -3.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Following our excellent collaboration with team BMS, this year Michelin is proud to present a tyre specifically created for this car. Last year's outstanding results have also convinced us to try harder to prepare tyres for other clients too, even if they have cars with different weight balance and handling characteristics than the Ferrari 550BMS. We hope that our tyres will offer solid performance even with cars like the Lamborghini Murcielago GTR

Engine

Power: 614.9@7750rpm Torque: 655Nm@5500rpm-5750rpm Maximum reliable RPM: 7100rpm Reliability step: 60rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 2 degrees

RPM	Compression	Torque	Power			€.M.	vs To	orque	e (N-n	n) an	d Po	wer (l	HP) a	nd (Com	pre	ssio	n to	rqu	e (N	-m)	
0.0	-58.4	-58.0	0.0		700									1			1					700
250.0	-33.0	9.0	0.3		0.000																	
500.0	-13.7	100.0	7.0									-						100				
750.0	-22.0	160.0	16.9		600							<u></u>					\sim	\sim				600
1000.0	-30.4	220.0	30.9													_						
1250.0	-35.0	260.0	45.6							-				1						N		
1500.0	-40.0	320.0	67.4		500			3	1				1									500
1750.0	-18.0	400.0	98.3										1								N	
2000.0	-49.6	450.0	126.4		100			/				1									X	100
2250.0	-53.0	480.0	151.7		400							1										400
2500.0	-55.2	500.0	175.5									/									$\backslash \backslash$	
2750.0	-60.0	520.0	200.8		300																	300
3000.0	-65.2	530.0	223.3		500					1 20												1 300
3250.0	-71.0	545.0	248.7																			
3500.0	-78.7	560.0	275.3		200		/									_		_				200
3750.0	-85.0	570.0	300.2						/													
4000.0	-92.0	580.0	325.8			/																
4250.0	-98.0	800.0	358.1		100					_		_	_		_				_	_		100
4500.0	-105.9	620.0	391.8			<mark>/</mark>																
5000.0	-117.0	035.0	423.0		1000																	
5250.0	-120.1	852.0	400.4		0							-		1								0
5500.0	-133.0	855.0	505.9					\sim	12													
5750.0	-145.0	855.0	529.9							_	-											
6000 0	-189.5	850.0	547.7		-100							_				+		-				-100
6250.0	-176.0	640.0	561 7											-								
6500.0	-184 7	625.0	570.5													-						
6750.0	-193.0	610.0	578.2		-200									Ĩ							Ť.	-200
7000.0	-200.2	600.0	589.8																~			
7250.0	-213.0	590.0	600.7		200																	200
7500.0	-226.0	575.0	605.6		-300																-	-300
7750.0	-238.0	565.0	614.9																		1	
8000.0	-252.2	525.0	589.8		-400									4								-400
8250.0	-275.0	480.0	556.1		1000																	
8500.0	-298.8	440.0	525.2																			
8750.0	-315.0	380.0	466.9		-500																	-500
9000.0	-330.0	330.0	417.1) 5	1 1	1 2	2	3	3 4	4	5	5	6	ĝ	7	7	8	ş	9	9
9250.0	-365.0	290.0	376.7			8	0 0	8 8	8	8	8 8	8	ő	8	8	8	8	8	8	8	8	8
9500.0	-400.0	210.0	280.2	Ŧ			0 0	0 0	0	0	0 0	0 0	0	0	0	0	0	0	0	0	0	0

Weight: 1180 kg CoG: 0.235 Weight Brear wingnce: 44%@front - 56%@ rear

Aerodynamics

Aerodynamics efficiency: 3/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.065m Minimum ride height before stalling begins: 0.080m Optimum rake front/rear: 0.005m Minimum downforce splitter: 24.6% Minimum downforce rear wing: 40.8% Minimum downforce diffusor: 34.6% Maximum downforce splitter: 23.2% Maximum downforce rear wing: 58.9% Maximum downforce diffusor: 17.9%

Gearbox

Gearbox: Sequenziale Sequential with autoblip and autocutoff, lightening quick both on upshift and down. Upshifting time: 0.140" Downshift time: 0.170"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.900 Wheel rate rear: 1.248

Handling and other info: This car is epitomized by its superb handling—with a very quick turn-in, solid and stable mid-turn character, and good exit traction, its performance through the twisty bits is superb. The engine is powerful but a little flat on lower RPMs, and the aerodynamic resistance is high and, therefore, compromises straight-line speed. In fact, the Lamborghini is the slowest car in terms of top speed. The car is fantastic on a qualifying lap, but in longer races, one needs to pay attention not only to the very fragile engine, but also to the rear tyres that will wear down quickly due to the car's escessive weight distributed over its rear axle. In race, engine revs have to be seriously limited to maintain reliability and this accounts to a 10-15bhp loss.

Lister storm Racing

Dunlop dry GT tyres characteristics

Soft, Medium, Hard SpringBase= 80000N (no pressure) SpringkPa=925 Damper=1250, 1100 for rear tyres Slipangle Dry tyres: 8.7degrees to 12.7@13000N load Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Dunlop wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 80000N (no pressure) SpringkPa=925 Damper=1250, 1100 for rear tyres Slipangle Wet tyres: 9.8degrees to 13.3@14250N load intermediate, @14000 hard wet, @13750 soft wet Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: We have created various types of tyres that are easily interchangeable one between the other in order to supply teams that use various cars and models. The adaptiveness of our tyres is guaranteed by our constant work and dedication that is a trademark of our brand no matter what the category. Our competitors say that we make very generic tyres, but we respond that we have always treated our clients equally without creating an advantage for any one team or manufacturer in particular.

Engine

Power: 594cv@6000rpm Torque: 775Nm@4750rpm-5000rpm Maximum reliable RPM: 6200rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			M. vs Torque (N-m) and Power (HP) and Compr	ession torque (N-m)
0.0	-58.1	-58.0	0.0		900		900
250.0	-35.3	-30.0	-1.1		0000000		
500.0	-22.7	120.0	8.4		1000		
750.0	-26.0	170.0	17.9		800		800
1000.0	-30.4	220.0	30.9				
1250.0	-35.0	270.0	47.4		700		700
1500.0	-40.0	325.0	68.5				
1750.0	-45.0	370.0	90.9				
2000.0	-49.6	405.0	113.8		600		600
2250.0	-53.0	445.0	140.6				
2500.0	-55.2	490.0	172.0		500		
2750.0	-60.0	540.0	208.5		500		500
3000.0	-65.2	590.0	248.6				
3250.0	-71.0	640.0	292.1		400		400
3500.0	-78.7	680.0	334.2				
3750.0	-85.0	720.0	379.2			/ /	
4000.0	-92.0	745.0	418.5		300		300
4250.0	-98.0	780.0	453.6			/ /	
4500.0	-105.9	770.0	486.6		200		200
4750.0	-117.0	775.0	517.0		200		200
5250.0	-120.1	775.0	544.2				
5250.0	-133.0	760.0	500.3		100		100
5750.0	-145.0	740.0	501.0				
8000.0	-157.0	720.0	591.4		12000		
6250.0	-178.0	870.0	599.1		0		
8500.0	-194 7	620.0	575.1				
6750.0	-193.0	580.0	549.8		-100		-100
7000.0	-200.2	520.0	511.2				
7250.0	-213.0	450.0	458.2				
7500.0	-226.0	380.0	400.2		-200		-200
7750.0	-238.0	250.0	272.1				
8000.0	-252.2	170.0	191.0				
8250.0	-275.0	100.0	115.9		-300		-300
8500.0	-298.8	50.0	59.7				
8750.0	-315.0	5.0	6.1		-400		-400
			200223			5 1 1 2 2 3 3 4 4 5 5 6	97789
				*			0 0 0 0 0

Weight: 1180 kg CoG: 0.245 Weight Brear wingnce: 51%@front - 49%@ rear

Aerodynamics

Aerodynamics efficiency: 2.5/5 Aerodynamics sensibility: 3/5 Minimum ride height before stalling begins: 0.050m Minimum ride height before stalling begins: 0.080m Optimum rake front/rear: 0.005m Minimum downforce splitter: 28.5% Minimum downforce rear wing: 42% Minimum downforce diffusor: 29.5% Maximum downforce splitter: 29.2% Maximum downforce rear wing: 56.2% Maximum downforce diffusor: 14.6%

Gearbox

Gearbox: Sequential with autoblip and autocutoff, lightening quick both on upshift and down. Upshifting time: 0.140" Downshift time: 0.170"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.672 Wheel rate rear: 1.200

Handling and other info: This is a very unique car in GT racing that, after many special dispensations from the GT-Racing governing body, has allowed it to remain competitive. Its continuing evolution has seen the Lister become almost a prototype. Being seriously down on power, the Lister comes into its own through the turns where it enjoys magnificent turn-in and mid-turn performance. Exit traction is equally impressive, considering the front end grip and lots of torque, even if it is as a consequence of its power-limitation. The Lister is not very sensitive to setup changes, and seems always to maintain its secure and stable characteristics. It is also supremely easy with tyre wear, and this can be used, particularly in long races, to great advantage.

Maserati MC12

Pirelli dry GT tyres characteristics

Soft, Medium, Hard SpringBase= 85000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Dry tyres: 8degrees to 12.3@12500N load Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Pirelli wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 85000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Wet tyres: 10.4degrees to 15.0@15000N hard wet load, @14000 for soft wet, @12500 for intermediate compound Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Pirelli Competizione is proud to announce that this year will see them continue to equip numerous GT teams with tyres specific for front engine cars just as successfully as they did last year. Moreover, this year we have the privilege to equip the official Maserati team. In fact, Pirelli Competizine has created a specific tyre for the MC12, a mid-engined supercar with high downforce. We are also certain that this experience will enable us to give great tyres for other cars with similar characteristics like the Saleen.

Engine

Power: 600.7cv@7250rpm Torque: 655Nm@5500rpm Maximum reliable RPM: 7200rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 105degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			¢	M. vs	Tor	que	(N-m	n) an	d Po	owe	r (H	P) an	d Co	omp	ressi	on te	orqu	e (N	-m)	
0.0	-58.4	-58.0	0.0		700							-		-									700
250.0	-63.4	100.0	3.5		0.000										1.5								
500.0	-68.5	150.0	10.5																				
750.0	-73.6	250.0	26.3		600				_			11	-	-				>	-	+			600
1000.0	-78.9	280.0	39.3									<u>/</u>				- 27.1	-		- \)				
1250.0	-84.3	290.0	50.9																				
1500.0	-89.8	300.0	63.2		500						1												500
1750.0	-95.5	310.0	76.2								<u> </u>				/					1			
2000.0	-101.3	330.0	92.7		100															- 1			100
2250.0	-107.3	380.0	120.1		400					/			1										400
2500.0	-113.4	400.0	140.4						/				/										
2750.0	-119.8	430.0	166.1		200			3	1												1		200
3000.0	-126.3	470.0	198.0		300		1					/									1	4 4	300
3250.0	-71.0	520.0	237.3								1	4									1		
3500.0	-78.7	560.0	275.3		200																4		200
3750.0	-85.0	600.0	316.0		200											- î					1		200
4000.0	-92.0	620.0	348.3							/											1		
4250.0	-98.0	630.0	376.0		100	_/			1												<u> </u>		100
4500.0	-105.9	640.0	404.5		100																1		100
4750.0	-117.0	645.0	430.3																				
5000.0	-120.1	650.0	456.4		0			_			_	_	_	_								1	0
5250.0	-133.0	652.0	480.7																				
5500.0	-145.6	655.0	505.9			-																	
5750.0	-157.0	652.0	526.5		-100			-	-		1		+	_	_								-100
6000.0	-169.5	648.0	546.0								4			1.000		200							
6250.0	-176.0	640.0	561.7																				
6500.0	-184.7	620.0	566.0		-200					_		-	-	-	-				-		-	-	-200
6750.0	-193.0	610.0	578.2																-	4			
7000.0	-200.2	605.0	594.7																				
7250.0	-213.0	590.0	600.7		-300																1		-300
7500.0	-226.0	560.0	589.8																				1000
7750.0	-238.0	500.0	544.2																			1	
8000.0	-252.2	450.0	505.6		-400																-		-400
8250.0	-275.0	300.0	347.6																				
8500.0	-298.8	100.0	119.4																				
8750.0	-315.0	50.0	61.4		-500																		-500
9000.0	-330.0	0.0	0.0		3	D	5 1	1	8	25	3	36	4	4	5			6	75	8	85	8	9
9250.0	-365.0	-10.0	-13.0				ōğ	Ő	ğ	ğ	õ	õ	õ	ğ	õ j	g g		ğğ	ğ	ğ	Ő	õ	ğ
9500.0	-400.0	-20.0	-26.7	\mathbf{v}			0	0	0	0	0		°	0	J (0	0	0	0	
,						-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Weight: 1250 kg CoG: 0.245 Weight Brear wingnce: 43%@front - 57%@ rear

Aerodynamics

Aerodynamics efficiency: 5/5 Aerodynamics sensibility: 1/5 Minimum ride height before stalling begins: 0.040m Minimum ride height before stalling begins: 0.060m Optimum rake front/rear: 0.0035m Minimum downforce splitter: 14.7% Minimum downforce rear wing: 22.7% Minimum downforce diffusor: 62.6% Maximum downforce splitter: 18% Maximum downforce rear wing: 40.4% Maximum downforce diffusor: 41.6%

Gearbox

Gearbox: Sequential with autoblip and autocutoff, lightening quick both on upshift and down. Upshifting time: 0.040'' Downshift time: 0.050''

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0. 672 Wheel rate rear: 0.720

Handling and other info: At the centre of numerous controversies, the Maserati was built with only one objective in mind: to win without compromise. Sadly— or perhaps fortunately, depending on who you talk to—the Maserati has been the victim of a weight penalty handed down by the governing body and is, as a consequence, the heaviest of the GT cars. It also has a very small rear wing, and an engine which is both down on power, and a bit breathless on higher RPMs. But notwithstanding this, the car is able to create an astonishing performance from its diffuser, which sees it literally stick to the road. The turn-in, as a consequence, is superb, even while one can feel the weight. But it is in mid-turn and on exit traction that the Maserati comes into its own: seriously awe-

inspiring! However, a cautionary note, because this level of grip comes with a price. The car requires that it be driven very politely—that is, both precisely and cleanly. Driving this car in any other way will result in an extremely unfriendly and nervous ride ... this car does not forgive anything! In the narrow, tight stuff, the Maserati is a little too pregnant, and it struggles a little, and on the curbs it can be downright dangerous ... but once it's in the medium-speed turns, it accepts no rival. The brakes, however, are a little disappointing, and top-speed is equally down. Driven in the way it was designed to be driven, it is extremely easy on the tyres.



NISSAN 350Z

Dunlop dry NGT tyres characteristics

Soft, Medium, Hard SpringBase=70000N (no pressure) SpringkPa=925 Damper=1200, 1000 for rear tyres Slipangle Dry tyres: 8.7degrees to 12.7@12500N load Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Dunlop wet NGT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 57500N (no pressure) SpringkPa=925 Damper=1200, 1000 for rear tyres Slipangle Wet tyres: 9.8degrees to 13.3@13500N load intermediate, @13200N hard wet, @12900N soft wet Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: We have created various types of tyres that are easily interchangeable one between the other in order to supply teams that use various cars and models. The adaptiveness of our tyres is guaranteed by our constant work and dedication that is a trademark of our brand no matter what the category. Our competitors say that we make very generic tyres, but we respond that we have always treated our clients equally without creating an advantage for any one team or manufacturer in particular.

Engine

Power: 432.5cv@7000rpm Torque: 460Nm@5000rpm Maximum reliable RPM: 6900rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 1 grado

RPM	Compression	Torque	Power			. Ĉ. M. 1	vs Tor	que (N-m)	and	Pov	ver (H	HP) ar	nd Co	ompr	essi	on to	orque	e (N-	m)	
0.0	-58.4	-58.0	0.0		500				T								Ĩ				500
250.0	-33.0	-9.0	-0.3																		
500.0	-13.7	60.0	4.2		450															-	450
750.0	-22.0	90.0	9.5													1	\wedge				
1000.0	-30.4	125.0	17.6		400		2 <u>- 2</u>		_			1		_							400
1250.0	-35.0	160.0	28.1								1	4						<u>\</u>			
1500.0	-40.0	190.0	40.0		350						1	-		\checkmark			-	1			350
1/50.0	-18.0	220.0	54.1							/			1					1			
2000.0	-49.6	250.0	70.2		300		8 2											-1-		12	300
2250.0	-03.0	270.0	80.3					1	1									1			
2750.0	-00.2	285.0	100.1		250			-/-				1						-1			250
3000.0	-00.0	250.0	147.5					/ _										1			1.200
3250.0	-00.2	335.0	152.0		200						1							1			200
3500.0	-71.0	250.0	172.0								/										
3750.0	-85.0	370.0	194.9		150		1/-			\sim	-						-		1		150
4000.0	-92.0	390.0	219.1				/		1										1		
4250.0	-98.0	400.0	238.7		100				\sim										X		100
4500.0	-105.9	410.0	259.1		and a																10000
4750.0	-117.0	420.0	280.2		50								2					-			50
5000.0	-120.1	460.0	323.0			1															
5250.0	-133.0	458.0	337.7		0			32	_			-								>	0
5500.0	-145.6	456.0	352.2		3334		~														2000
5750.0	-157.0	454.0	366.6		-50																-50
6000.0	-169.5	451.0	380.0								-										
6250.0	-176.0	447.0	392.3		-100																-100
6500.0	-184.7	445.0	406.2																		
6750.0	-193.0	442.0	419.0		-150																-150
7000.0	-200.2	440.0	432.5		10000											-	-				1000
7250.0	-213.0	410.0	417.4		-200							-								8	-200
7500.0	-226.0	350.0	368.6																		
7750.0	-238.0	200.0	217.7		-250																-250
8000.0	-252.2	100.0	112.3																	\mathcal{V}	
8250.0	-275.0	50.0	57.9		-300											1					-300
8500.0	-298.8	0.0	0.0																	2 - 10	
8750.0	-252.2	-10.0	-12.3		-350			-	-	-	2		4 5	-			7	7			J -350
5000.0	-275.0	-30.0	-37.9	Ŧ		, 00	000	1000	1000	3000	0000	1000	1500 000	0000	0000	0000	000	500 0	000	0000	

Weight: 1180 kg CoG: 0.270 Weight Brear wingnce: 52%@front - 48%@ rear

Aerodynamics

Aerodynamics efficiency: 2/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.060m Minimum ride height before stalling begins: 0.100m Optimum rake front/rear: 0.005m Minimum downforce splitter: 23.2% Minimum downforce rear wing: 58.3% Minimum downforce diffusor: 18.5% Maximum downforce splitter: 23.7% Maximum downforce rear wing: 67.6% Maximum downforce diffusor: 8.7%

Gearbox

Gearbox: Manual without autoblip or autocutoff. This results in a far quicker gear-change than that of the semi-automatic on the Ferrari 360 Modena assuming, that is, that the driver has the required skill-set. Upshifting time: 0.250" Downshift time: 0.260"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.720 Wheel rate rear: 0.720

Handling and other info: Very forgiving and easy to drive, the Nissan offers a great and often entertaining ride. However, it is doubtful that it can compete with the classic NGT cars when it comes to straight-out performance.

Porsche 911 RS

Dunlop dry NGT tyres characteristics

Soft, Medium, Hard SpringBase=70000N (no pressure) SpringkPa=925 Damper=1200, 1000 for rear tyres Slipangle Dry tyres: 8.7degrees to 12.7@12500N load Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Dunlop wet NGT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 57500N (no pressure) SpringkPa=925 Damper=1200, 1000 for rear tyres Slipangle Wet tyres: 9.8degrees to 13.3@13500N load intermediate, @13200N hard wet, @12900N soft wet Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: We have created various types of tyres that are easily interchangeable one between the other in order to supply teams that use various cars and models. The adaptiveness of our tyres is guaranteed by our constant work and dedication that is a trademark of our brand no matter what the category. Our competitors say that we make very generic tyres, but we respond that we have always treated our clients equally without creating an advantage for any one team or manufacturer in particular.

Engine

Power: 455cv@8000rpm Torque: 424Nm@6250rpm-6500rpm Maximum reliable RPM: 8100rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 2.00 degrees

RPM	Compression	Torque	Power			. Ĉ. M. v	s Tor	que (N-m)	and	Pov	ver (HP)	and	Com	pres	sion	tor	que	(N-	m)	
0.0	-58.4	-58.0	0.0		500					1-	1	1 -	T -	1			1_	1	1			500
250.0	-33.0	-9.0	-0.3	_	2022/02/2																	16775286
500.0	-13.7	60.0	4.2											177-1			/					
750.0	-22.0	90.0	9.5		400			_			_		-					-		\mathbf{X}	_	400
1000.0	-30.4	115.0	16.1									-										
1250.0	-35.0	170.0	29.8																	17		
1500.0	-40.0	210.0	44.2		300			_	1		_	_	1							<u>\</u>	1	300
1750.0	-18.0	230.0	56.5					1				1										
2000.0	-49.6	250.0	70.2					X				/									NI.	
2250.0	-53.0	270.0	85.3		200						1											200
2500.0	-55.2	285.0	100.1		200					1												200
2750.0	-60.0	300.0	115.9																			
3000.0	-65.2	315.0	132.7		100				/													
3250.0	-71.0	325.0	148.3		100			/														100
3500.0	-78.7	335.0	164.7																			
3750.0	-85.0	345.0	181.7			1																
4000.0	-92.0	355.0	199.4		0	The														-		0
4250.0	-98.0	365.0	217.8			$/ \sim$	\sim															
4500.0	-105.9	375.0	237.0							-												
4750.0	-117.0	390.0	260.2		-100						-	-	2			- 3						-100
5000.0	-120.1	410.0	287.9																			
5250.0	-133.0	415.0	306.0												_							
5500.0	-145.6	418.0	322.9		-200						_	_				-		-	-	_	_	-200
5750.0	-157.0	420.0	339.1														~	2				
6000.0	-169.5	422.0	355.6																			
6250.0	-176.0	424.0	372.2		-300			_									_			_	_	-300
6500.0	-184.7	424.0	387.0																	1		
6750.0	-193.0	423.0	401.0																			
7000.0	-200.2	421.0	413.9		-400																	-400
7250.0	-213.0	420.0	427.6		400																	400
7500.0	-226.0	415.0	437.1																		1	
7750.0	-238.0	410.0	446.2																		1	
8000.0	-252.2	405.0	455.0		-500																	-500
8250.0	-275.0	390.0	451.8																			
8500.0	-298.8	375.0	447.6																			
8750.0	-315.0	350.0	430.1		-600																	-600
9000.0	-330.0	320.0	404.5			0 5 1	1	8	2 3	35	4	4	5	5 6	6 G	6	75	8	8	8	25	1
9250.0	-365.0	280.0	363.7			ŏğ	ğ	ŏ	õ õ	ŏ	ŏ	ğ	ğ	ğ ğ	S S	ŏ	ğ	ğ	ğ	ŏ	õ	<u>ğ</u>
9500.0	-400.0	250.0	333.5	-		0	0	0	0 0	0	0	0	0	0 0		0	0	0	0	0	0	ŏ
										-	-	-	_						-	-		

Weight: 1180 kg CoG: 0.245 Weight Brear wingnce: 40%@front - 60%@ rear

Aerodynamics

Aerodynamics efficiency: 3.5/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.040m Minimum ride height before stalling begins: 0.100m Optimum rake front/rear: 0.005m Minimum downforce splitter: 29.5% Minimum downforce rear wing: 53.5% Minimum downforce diffusor: 17% Maximum downforce splitter: 27% Maximum downforce rear wing: 65.3% Maximum downforce diffusor: 7.7%

Gearbox

Gearbox: Manual without autoblip or autocutoff. This results in a far quicker gear-change than that of the semi-automatic on the Ferrari 360 Modena assuming, that is, that the driver has the required skill-set. Upshifting time: 0.180" Downshift time: 0.210"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.929 Wheel rate rear: 0.847

Handling and other info: The low front weight means that the car can exhibit severe understeer tendencies if not driven correctly. If the driver, however, is able to force the rear to grip on entry, the car's turn-in is very precise, and the rear tends to follow round without much drama. A word of caution however: While forcing the rear down with some corner oversteer is needed, the driver should be very careful not to overdo it since the rear weight, once the rear end slips free, will cause the driver to lose a lot of time while sorting out the resulting slide—and may result in a spectacular '360'. The brakes are very good, mid-turn is normal, and exit traction is just jaw-droppingly awe-inspiring.

Porsche 911 RS

Michelin dry NGT tyres characteristics

Soft, Medium, Hard SpringBase=65000N (no pressure) SpringkPa=930 Damper=1200, 1050 for rear tyres Slipangle Dry tyres: 8.3degrees to 12.9@12500N load Optimum lateral grip @ front camber: -3.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Michelin wet NGT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 57500N (no pressure) SpringkPa=925 Damper=1250, 1050 for rear tyres Slipangle Wet tyres: 8.6degrees to 12.9@14000N load Optimum lateral grip @ front camber: -3.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Michelin and Porsche are proud to announce their partnership for the 2004 FIA NGT Championship. The collaboration was strong, and our tyres have closely followed the evolution of the 996RSR model, allowing for an almost perfect match and performance in every situation. Still, our other clients can benefit from our tyres, even if their cars have different weight balance, by simply using different type of tyres between front and rear axles.

Engine

Power: 455cv@8000rpm Torque: 424Nm@6250rpm-6500rpm Maximum reliable RPM: 8100rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 2.00 degrees

RPM	Compression	Torque	Power			Ĉ. M. v	s Tor	que (N-m)	and	Pov	ver (HP)	and	Com	pres	sion	tor	que	(N-	m)	
0.0	-58.4	-58.0	0.0		500					1-	1	1 -	T -	1			1_	1	1			500
250.0	-33.0	-9.0	-0.3	_	2022/02/2																	16775286
500.0	-13.7	60.0	4.2											177-1			/					
750.0	-22.0	90.0	9.5		400			_			_		-					-		\mathbf{X}	_	400
1000.0	-30.4	115.0	16.1									-										
1250.0	-35.0	170.0	29.8																	17		
1500.0	-40.0	210.0	44.2		300			_	1		_	_	1							<u>\</u>	1	300
1750.0	-18.0	230.0	56.5					1				1										
2000.0	-49.6	250.0	70.2					X				/									NI.	
2250.0	-53.0	270.0	85.3		200						1											200
2500.0	-55.2	285.0	100.1		200					1												200
2750.0	-60.0	300.0	115.9																			
3000.0	-65.2	315.0	132.7		100				/													
3250.0	-71.0	325.0	148.3		100			/														100
3500.0	-78.7	335.0	164.7																			
3750.0	-85.0	345.0	181.7			1																
4000.0	-92.0	355.0	199.4		0	The														-		0
4250.0	-98.0	365.0	217.8			$/ \sim$	\sim															
4500.0	-105.9	375.0	237.0							-												
4750.0	-117.0	390.0	260.2		-100						-	-	2			- 3						-100
5000.0	-120.1	410.0	287.9																			
5250.0	-133.0	415.0	306.0												_							
5500.0	-145.6	418.0	322.9		-200						_	_				-		-	-	_	_	-200
5750.0	-157.0	420.0	339.1														-	2				
6000.0	-169.5	422.0	355.6																			
6250.0	-176.0	424.0	372.2		-300			_				_					_			_	_	-300
6500.0	-184.7	424.0	387.0																	1		
6750.0	-193.0	423.0	401.0																			
7000.0	-200.2	421.0	413.9		-400																	-400
7250.0	-213.0	420.0	427.6		400																	400
7500.0	-226.0	415.0	437.1																		1	
7750.0	-238.0	410.0	446.2																		1	
8000.0	-252.2	405.0	455.0		-500																	-500
8250.0	-275.0	390.0	451.8																			
8500.0	-298.8	375.0	447.6																			
8750.0	-315.0	350.0	430.1		-600																	-600
9000.0	-330.0	320.0	404.5			0 5 1	1	8	2 3	35	4	4	5	5 6	6	6	75	8	8	8	25	1
9250.0	-365.0	280.0	363.7			ŏğ	ğ	ŏ	õ õ	ŏ	ŏ	ğ	ğ	ğ ğ	S S	ŏ	ğ	ğ	ğ	ŏ	õ	<u>ğ</u>
9500.0	-400.0	250.0	333.5	-		0	0	0	0 0	0	0	0	0	0 0		0	0	0	0	0	0	ŏ
										-	-	-	_						-	-		

Weight: 1180 kg CoG: 0.245 Weight Brear wingnce: 40%@front - 60%@ rear

Aerodynamics

Aerodynamics efficiency: 3.5/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.040m Minimum ride height before stalling begins: 0.100m Optimum rake front/rear: 0.005m Minimum downforce splitter: 29.5% Minimum downforce rear wing: 53.5% Minimum downforce diffusor: 17% Maximum downforce splitter: 27% Maximum downforce rear wing: 65.3% Maximum downforce diffusor: 7.7%

Gearbox

Gearbox: Manual without autoblip or autocutoff. This results in a far quicker gear-change than that of the semi-automatic on the Ferrari 360 Modena assuming, that is, that the driver has the required skill-set. Upshifting time: 0.180" Downshift time: 0.210"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.929 Wheel rate rear: 0.847

Handling and other info: The low front weight means that the car can exhibit severe understeer tendencies if not driven correctly. If the driver, however, is able to force the rear to grip on entry, the car's turn-in is very precise, and the rear tends to follow round without much drama. A word of caution however: While forcing the rear down with some corner oversteer is needed, the driver should be very careful not to overdo it since the rear weight, once the rear end slips free, will cause the driver to lose a lot of time while sorting out the resulting slide—and may result in a spectacular '360'. The brakes are very good, mid-turn is normal, and exit traction is just jaw-droppingly awe-inspiring.

Porsche 911 RS

Pirelli dry NGT tyres characteristics

Soft, Medium, Hard SpringBase=70000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Dry tyres: 8degrees to 12.3@12500N load Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Pirelli wet NGT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 57500N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Wet tyres: 10.4degrees to 15.0@14800N load intermediate, @14400N hard wet, @14000N soft wet Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Our strategic partnership with the Ferrari NGT team has permitted us to follow the step-by-step evolution of the new F360GTC model. For this model, we can guarantee the perfect match with our tyres, in order to achieve the correct temperatures in every condition, and offer the best performance available. For other racing cars with different weight balance, it's still possible to use different types of tyres on the front and rear axle, in order to obtain the correct temperatures.

Engine

Power: 455cv@8000rpm Torque: 424Nm@6250rpm-6500rpm Maximum reliable RPM: 8100rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 2.00 degrees

RPM	Compression	Torque	Power			. Ĉ. M. v	s Tor	que (N-m)	and	Pov	ver (HP)	and	Com	pres	sion	tor	que	(N-	m)	
0.0	-58.4	-58.0	0.0		500					1-	1	1 -	T -	1			1_	1	1			500
250.0	-33.0	-9.0	-0.3	_	2022/02/2																	16775286
500.0	-13.7	60.0	4.2											177-1			/					
750.0	-22.0	90.0	9.5		400			_			_		-					-		\mathbf{X}	_	400
1000.0	-30.4	115.0	16.1									-										
1250.0	-35.0	170.0	29.8																	17		
1500.0	-40.0	210.0	44.2		300			_	1		_	_	1							<u>\</u>	1	300
1750.0	-18.0	230.0	56.5					1				1										
2000.0	-49.6	250.0	70.2					X				/									NI.	
2250.0	-53.0	270.0	85.3		200						1											200
2500.0	-55.2	285.0	100.1		200					1												200
2750.0	-60.0	300.0	115.9																			
3000.0	-65.2	315.0	132.7		100				/													
3250.0	-71.0	325.0	148.3		100			/														100
3500.0	-78.7	335.0	164.7																			
3750.0	-85.0	345.0	181.7			1																
4000.0	-92.0	355.0	199.4		0	The														-		0
4250.0	-98.0	365.0	217.8			$/ \sim$	\sim															
4500.0	-105.9	375.0	237.0							-												
4750.0	-117.0	390.0	260.2		-100						-	-	2			- 3						-100
5000.0	-120.1	410.0	287.9																			
5250.0	-133.0	415.0	306.0												_							
5500.0	-145.6	418.0	322.9		-200						_	_				-		-	-	_	_	-200
5750.0	-157.0	420.0	339.1														~	2				
6000.0	-169.5	422.0	355.6																			
6250.0	-176.0	424.0	372.2		-300			_				_					_			_	_	-300
6500.0	-184.7	424.0	387.0																	1		
6750.0	-193.0	423.0	401.0																			
7000.0	-200.2	421.0	413.9		-400																	-400
7250.0	-213.0	420.0	427.6		400																	400
7500.0	-226.0	415.0	437.1																		1	
7750.0	-238.0	410.0	446.2																		1	
8000.0	-252.2	405.0	455.0		-500																	-500
8250.0	-275.0	390.0	451.8																			
8500.0	-298.8	375.0	447.6																			
8750.0	-315.0	350.0	430.1		-600																	-600
9000.0	-330.0	320.0	404.5			0 5 1	1	8	2 3	35	4	4	5	5 6	6 G	6	75	8	8	8	25	1
9250.0	-365.0	280.0	363.7			ŏğ	ğ	ŏ	õ õ	ŏ	ŏ	ğ	ğ	ğ ğ	S S	ŏ	ğ	ğ	ğ	ŏ	õ	<u>ğ</u>
9500.0	-400.0	250.0	333.5	-		0	0	0	0 0	0	0	0	0	0 0		0	0	0	0	0	0	ŏ
										_	-	_	_						-	-		

Weight: 1180 kg CoG: 0.245 Weight Brear wingnce: 40%@front - 60%@ rear

Aerodynamics

Aerodynamics efficiency: 3.5/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.040m Minimum ride height before stalling begins: 0.100m Optimum rake front/rear: 0.005m Minimum downforce splitter: 29.5% Minimum downforce rear wing: 53.5% Minimum downforce diffusor: 17% Maximum downforce splitter: 27% Maximum downforce rear wing: 65.3% Maximum downforce diffusor: 7.7%

Gearbox

Gearbox: Manual without autoblip or autocutoff. This results in a far quicker gear-change than that of the semi-automatic on the Ferrari 360 Modena assuming, that is, that the driver has the required skill-set.. Upshifting time: 0.180" Downshift time: 0.210"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.929 Wheel rate rear: 0.847

Handling and other info: The low front weight means that the car can exhibit severe understeer tendencies if not driven correctly. If the driver, however, is able to force the rear to grip on entry, the car's turn-in is very precise, and the rear tends to follow round without much drama. A word of caution however: While forcing the rear down with some corner oversteer is needed, the driver should be very careful not to overdo it since the rear weight, once the rear end slips free, will cause the driver to lose a lot of time while sorting out the resulting slide—and may result in a spectacular '360'. The brakes are very good, mid-turn is normal, and exit traction is just jaw-droppingly awe-inspiring.

Porsche 911 RSR

Dunlop dry NGT tyres characteristics

Soft, Medium, Hard SpringBase=70000N (no pressure) SpringkPa=925 Damper=1200, 1000 for rear tyres Slipangle Dry tyres: 8.7degrees to 12.7@12500N load Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Dunlop wet NGT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 57500N (no pressure) SpringkPa=925 Damper=1200, 1000 for rear tyres Slipangle Wet tyres: 9.8degrees to 13.3@13500N load intermediate, @13200N hard wet, @12900N soft wet Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: We have created various types of tyres that are easily interchangeable one between the other in order to supply teams that use various cars and models. The adaptiveness of our tyres is guaranteed by our constant work and dedication that is a trademark of our brand no matter what the category. Our competitors say that we make very generic tyres, but we respond that we have always treated our clients equally without creating an advantage for any one team or manufacturer in particular.

Engine

Power: 457.6cv@8250rpm Torque: 432Nm@6500rpm Maximum reliable RPM: 8300rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 2.50 degrees

RPM	Compression	Torque	Power			🗘 M. ve	Tor	que (N	l-m) a	and I	Pow	/er (H	IP) ar	nd Co	omp	ores	sion	torqu	ie (N	l-m)	
0.0	-58.4	-58.0	0.0	-	500			TT		1					1	1					500
250.0	-33.0	-9.0	-0.3		0.025																
500.0	-13.7	60.0	4.2	1									1992		_						
750.0	-22.0	90.0	9.5		400		_					-			\sim		-		\rightarrow		400
1000.0	-30.4	115.0	16.1								-			/					0	< L	
1250.0	-35.0	170.0	29.8																	N	
1500.0	-40.0	210.0	44.2		300				1					-						~ 1	300
1750.0	-18.0	230.0	56.5		2000			1				/									
2000.0	-49.6	250.0	70.2					1			1									1	
2250.0	-53.0	270.0	85.3		200																200
2500.0	-55.2	285.0	100.1		200		/			/											200
2750.0	-60.0	300.0	115.9																		
3000.0	-65.2	315.0	132.7		100			- 12 - 15													100
3250.0	-71.0	325.0	148.3		100																1 100
3500.0	-78.7	343.0	168.6																		
3750.0	-85.0	360.0	189.6																		
4000.0	-92.0	375.0	210.7		0.1	In	~				1										0
4250.0	-98.0	390.0	232.8				γ		and a												
4500.0	-105.9	400.0	252.8		30000				100	-											
4750.0	-117.0	410.0	273.5		-100			- 22 - 22					Course Par						-		-100
5000.0	-120.1	415.0	291.4																		
5250.0	-133.0	420.0	309.7											-							
5750.0	-140.0	425.0	328.3		-200																-200
8000.0	-157.0	427.0	344.8																		
8250.0	-109.0	430.0	302.3																		
8500.0	-170.0	430.0	201.4		-300		_		_					-	-		-		<hr/>		-300
8750.0	-192.0	432.0	405.7																1		
7000.0	-193.0	428.0	405.7																		
7250.0	-200.2	420.0	427.8		-400															1	-400
7500 0	-228.0	415.0	437 1		000000															1	
7750.0	-238.0	410.0	446.2																	1	
8000.0	-252.2	405.0	455.0		-500																-500
8250.0	-275.0	395.0	457.6																		
8500.0	-298.8	375.0	447.6																		
8750.0	-315.0	350.0	430.1		-600								s	- 12				i			-600
9000.0	-330.0	320.0	404.5		000	5 1	1	2 2	3	3	4	4 4	5 5	6	6	7	7	3 8	9	9	1
9250.0	-365.0	280.0	363.7			<u>õ</u> õ	5	0 5	8	5	8	5 (0 5	8	5	8	5	S S	Ő	5	8
9500.0	-400.0	250.0	333.5	•		ŏŏ	ŏ	ŏŏ	ŏ	ŏ	ŏ	ŏ (ōŏ	ŏ	ŏ	ŏ	ŏ	δŏ	ŏ	ŏ	8
							_			_	-		_	_		-		_			

Weight: 1180 kg CoG: 0.235 Weight Brear wingnce: 40%@front - 60%@ rear

Aerodynamics

Aerodynamics efficiency: 5/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.04m Minimum downforce splitter: 32.2% Minimum downforce rear wing: 53.7% Minimum downforce diffusor: 14.1% Maximum downforce splitter: 29.29% Maximum downforce rear wing: 64.39% Maximum downforce diffusor: 6.32%

Gearbox

Gearbox: Sequential with autoblip and autocutoff, very quick and efficient. Upshifting time: 0.120" Downshift time: 0.150"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.928 Wheel rate rear: 0.847

Handling and other info: Even if it is improved from the RS, the RSR can still find itself in situations of chronic understeer if not driven correctly. Again, if the driver is able to find rear grip on entry, the car is both precise and stable. The RSR, like the RS, can lead the driver into some serious trouble if he overcompensates for the understeer with deliberately induced oversteer, but it is more forgiving in this department than the RS. The brakes are also very good, mid-turn is exceptional, while exit traction is simply the best available.
Porsche 911 RSR

Michelin dry NGT tyres characteristics

Soft, Medium, Hard SpringBase=65000N (no pressure) SpringkPa=930 Damper=1200, 1050 for rear tyres Slipangle Dry tyres: 8.3degrees to 12.9@12500N load Optimum lateral grip @ front camber: -3.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Michelin wet NGT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 57500N (no pressure) SpringkPa=925 Damper=1250, 1050 for rear tyres Slipangle Wet tyres: 8.6degrees to 12.9@14000N load Optimum lateral grip @ front camber: -3.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Michelin and Porsche are proud to announce their partnership for the 2004 FIA NGT Championship. The collaboration was strong, and our tyres have closely followed the evolution of the 996RSR model, allowing for an almost perfect match and performance in every situation. Still, our other clients can benefit from our tyres, even if their cars have different weight balance, by simply using different type of tyres between front and rear axles

Engine

Power: 457.6cv@8250rpm Torque: 432Nm@6500rpm Maximum reliable RPM: 8300rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 2.50 degrees

RPM	Compression	Torque	Power			🗘 M. ve	Tor	que (l	∖ -m) a	and	Pow	ver (l	HP) a	nd C	om	pres	sion	torqu	ie (N	l-m)	
0.0	-58.4	-58.0	0.0		500			1 1								1	1				500
250.0	-33.0	-9.0	-0.3		0.000																A CONTRACTOR OF
500.0	-13.7	60.0	4.2										1000		_						
750.0	-22.0	90.0	9.5		400		_					-					-		\sim		400
1000.0	-30.4	115.0	16.1								1			1							
1250.0	-35.0	170.0	29.8							1										N	
1500.0	-40.0	210.0	44.2		300				1	°					_					$\sim 1^{\circ}$	300
1750.0	-18.0	230.0	56.5		1000			1				1									1000
2000.0	-49.6	250.0	70.2					1			1									1	
2250.0	-53.0	270.0	85.3		200						\sim										200
2500.0	-55.2	285.0	100.1		200		/														200
2750.0	-60.0	300.0	115.9																		
3000.0	-65.2	315.0	132.7		100													-			100
3250.0	-71.0	325.0	148.3		100																1 100
3500.0	-78.7	343.0	168.6																		
3750.0	-85.0	360.0	189.6																		
4000.0	-92.0	375.0	210.7		0.1	The	~				1										0
4250.0	-98.0	390.0	232.8				\neg														
4500.0	-105.9	400.0	252.8		30000																100000
4750.0	-117.0	410.0	273.5		-100				- 3			-	2			- 1			-		-100
5000.0	-120.1	415.0	291.4																		
5250.0	-133.0	420.0	309.7											-	-						
5750.0	-140.0	425.0	328.3		-200			+ +								-					-200
8000.0	-157.0	427.0	344.0																		
8250.0	-109.0	430.0	302.3																		
8500.0	-170.0	430.0	201.4		-300		_					_	7		-						-300
8750.0	-192.0	432.0	405.7																1		
7000.0	-193.0	428.0	405.7																		
7250.0	-200.2	420.0	427.8		-400															1	-400
7500.0	-228.0	415.0	437 1		000000																
7750.0	-238.0	410.0	446.2																	1	
8000.0	-252.2	405.0	455.0		-500		_			_											-500
8250.0	-275.0	395.0	457.6																		
8500.0	-298.8	375.0	447.6																		
8750.0	-315.0	350.0	430.1		-600	k k							s					·			-600
9000.0	-330.0	320.0	404.5		000	5 1	1	2 2	3	3	4	4	5 5	6	6	7	7	8 8	9	9	1
9250.0	-365.0	280.0	363.7			õ ö	5	0 5	Ö	5	ġ	5	0 5	Ö	5	ò	5	0 5	Ő	5	8
9500.0	-400.0	250.0	333.5	-		° 8	ŏ	ŏŏ	ŏ	ŏ	ŏ	ŏ	ŏŏ	ŏ	ŏ	ŏ	ŏ	ŏŏ	ŏ	ŏ	ŏ

Weight: 1180 kg CoG: 0.235 Weight Brear wingnce: 40%@front - 60%@ rear

Aerodynamics

Aerodynamics efficiency: 5/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.04m Minimum downforce splitter: 32.2% Minimum downforce rear wing: 53.7% Minimum downforce diffusor: 14.1% Maximum downforce splitter: 29.29% Maximum downforce rear wing: 64.39% Maximum downforce diffusor: 6.32%

Gearbox

Gearbox: Sequential with autoblip and autocutoff, very quick and efficient. Upshifting time: 0.120" Downshift time: 0.150"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.928 Wheel rate rear: 0.847

Handling and other info: Even if it is improved from the RS, the RSR can still find itself in situations of chronic understeer if not driven correctly. Again, if the driver is able to find rear grip on entry, the car is both precise and stable. The RSR, like the RS, can lead the driver into some serious trouble if he overcompensates for the understeer with deliberately induced oversteer, but it is more forgiving in this department than the RS. The brakes are also very good, mid-turn is exceptional, while exit traction is simply the best available.

Porsche 911 RSR

Pirelli dry NGT tyres characteristics

Soft, Medium, Hard SpringBase=70000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Dry tyres: 8degrees to 12.3@12500N load Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Pirelli wet NGT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 57500N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Wet tyres: 10.4degrees to 15.0@14800N load intermediate, @14400N hard wet, @14000N soft wet Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Our strategic partnership with the Ferrari NGT team has permitted us to follow the step-by-step evolution of the new F360GTC model. For this model, we can guarantee the perfect match with our tyres, in order to achieve the correct temperatures in every condition, and offer the best performance available. For other racing cars with different weight balance, it's still possible to use different types of tyres on the front and rear axle, in order to obtain the correct temperatures.

Engine

Power: 457.6cv@8250rpm Torque: 432Nm@6500rpm Maximum reliable RPM: 8300rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 2.50 degrees

RPM	Compression	Torque	Power			🗘 M. ve	Tor	que (l	∖ -m) a	and	Pow	ver (l	HP) a	nd C	om	pres	sion	torqu	ie (N	l-m)	
0.0	-58.4	-58.0	0.0		500			1 1								1	1				500
250.0	-33.0	-9.0	-0.3		0.000																A CONTRACTOR
500.0	-13.7	60.0	4.2										1000		_						
750.0	-22.0	90.0	9.5		400		_					-					-		\sim		400
1000.0	-30.4	115.0	16.1								1			1							
1250.0	-35.0	170.0	29.8							1										N	
1500.0	-40.0	210.0	44.2		300				1	°					_					$\sim 1^{\circ}$	300
1750.0	-18.0	230.0	56.5		2000			1				1									10000
2000.0	-49.6	250.0	70.2					1			1									1	
2250.0	-53.0	270.0	85.3		200						\sim										200
2500.0	-55.2	285.0	100.1		200		/														200
2750.0	-60.0	300.0	115.9																		
3000.0	-65.2	315.0	132.7		100													-			100
3250.0	-71.0	325.0	148.3		100																1 100
3500.0	-78.7	343.0	168.6																		
3750.0	-85.0	360.0	189.6																		
4000.0	-92.0	375.0	210.7		0.1	The	~				1										0
4250.0	-98.0	390.0	232.8				\neg														
4500.0	-105.9	400.0	252.8		30000																100000
4750.0	-117.0	410.0	273.5		-100				- 3			-	2			- 1			-		-100
5000.0	-120.1	415.0	291.4																		
5250.0	-133.0	420.0	309.7											-	-						
5750.0	-140.0	425.0	328.3		-200			+ +								-					-200
8000.0	-157.0	427.0	344.0																		
8250.0	-109.0	430.0	302.3																		
8500.0	-170.0	430.0	201.4		-300		_					_	7		-						-300
8750.0	-192.0	432.0	405.7																1		
7000.0	-193.0	428.0	405.7																		
7250.0	-200.2	420.0	427.8		-400															1	-400
7500.0	-228.0	415.0	437 1		000000																
7750.0	-238.0	410.0	446.2																	1	
8000.0	-252.2	405.0	455.0		-500		_			_											-500
8250.0	-275.0	395.0	457.6																		
8500.0	-298.8	375.0	447.6																		
8750.0	-315.0	350.0	430.1		-600	k k							s					·			-600
9000.0	-330.0	320.0	404.5		000	5 1	1	2 2	3	3	4	4	5 5	6	6	7	7	8 8	9	9	1
9250.0	-365.0	280.0	363.7			õ ö	5	0 5	Ö	5	ġ	5	0 5	Ö	5	ò	5	0 5	Ő	5	8
9500.0	-400.0	250.0	333.5	-		° 8	ŏ	ŏŏ	ŏ	ŏ	ŏ	ŏ	ŏŏ	ŏ	ŏ	ŏ	ŏ	ŏŏ	ŏ	ŏ	ŏ

Weight: 1180 kg CoG: 0.235 Weight Brear wingnce: 40%@front - 60%@ rear

Aerodynamics

Aerodynamics efficiency: 5/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.04m Minimum downforce splitter: 32.2% Minimum downforce rear wing: 53.7% Minimum downforce diffusor: 14.1% Maximum downforce splitter: 29.29% Maximum downforce rear wing: 64.39% Maximum downforce diffusor: 6.32%

Gearbox

Gearbox: Sequential with autoblip and autocutoff, very quick and efficient. Upshifting time: 0.120" Downshift time: 0.150"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.928 Wheel rate rear: 0.847

Handling and other info: Even if it is improved from the RS, the RSR can still find itself in situations of chronic understeer if not driven correctly. Again, if the driver is able to find rear grip on entry, the car is both precise and stable. The RSR, like the RS, can lead the driver into some serious trouble if he overcompensates for the understeer with deliberately induced oversteer, but it is more forgiving in this department than the RS. The brakes are also very good, mid-turn is exceptional, while exit traction is simply the best available.

Porsche 911 RS

Yokohama dry NGT tyres characteristics

Soft, Medium, Hard SpringBase=70000N (no pressure) SpringkPa=925 Damper=1200, 1000 for rear tyres Slipangle Dry tyres: 8.8degrees to 12.7@13000N load Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Yokohama wet NGT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 57500N (no pressure) SpringkPa=925 Damper=1200, 1000 for rear tyres Slipangle Wet tyres: 8degrees to 10.5@13500N load intermediate, @13200N hard wet, @12900N soft wet Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: We are particularly happy to enter the word of FIAGT racing with our clients that race both Ferrari NGT, and Porsche NGT race-cars. Great dedication and attention was needed to achieve competitive results from our tyres, even if we lack the experience of our competitors. This year will be very important for us, and we will try to use all the telemetry data to better understand the specific needs of our clients, in order to be able to equip them with even better performing tyres in the future.

Engine

Power: 455cv@8000rpm Torque: 424Nm@6250rpm-6500rpm Maximum reliable RPM: 8100rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 2.00 degrees

RPM	Compression	Torque	Power			. Ĉ. M. v	s Tor	que (N-m)	and	Pov	ver (HP)	and	Com	pres	sion	tor	rque	e (N-	m)	
0.0	-58.4	-58.0	0.0		500					-	1	1	T	1 1			1		1			500
250.0	-33.0	-9.0	-0.3	_	2022/02/2																	A CONTRACT
500.0	-13.7	60.0	4.2											17.2		100						
750.0	-22.0	90.0	9.5		400		_				_		-					-		\mathbf{X}		400
1000.0	-30.4	115.0	16.1									-										
1250.0	-35.0	170.0	29.8							مسليد	1											
1500.0	-40.0	210.0	44.2		300				1			_	1				_			<u> </u>	1	300
1750.0	-18.0	230.0	56.5					1	102 - E			1										
2000.0	-49.6	250.0	70.2					X				/									11	
2250.0	-53.0	270.0	85.3		200						1											200
2500.0	-55.2	285.0	100.1		200		1			1												200
2750.0	-60.0	300.0	115.9																			
3000.0	-65.2	315.0	132.7		100				/													100
3250.0	-71.0	325.0	148.3		100			1			+		1									100
3500.0	-78.7	335.0	164.7																			
3750.0	-85.0	345.0	181.7			1																
4000.0	-92.0	355.0	199.4		0	1					+		+						+	+-		0
4250.0	-98.0	365.0	217.8			$/ \sim$	\sim															
4500.0	-105.9	375.0	237.0							-												
4750.0	-117.0	390.0	260.2		-100						-	-										-100
5000.0	-120.1	410.0	287.9																			
5250.0	-133.0	415.0	306.0												- L.							
5500.0	-145.6	418.0	322.9		-200					_	_	_				-	_	_	_		_	-200
5750.0	-157.0	420.0	339.1														1					
6000.0	-169.5	422.0	355.6																			
6250.0	-176.0	424.0	372.2		-300						_											-300
6500.0	-184.7	424.0	387.0																	1		
6750.0	-193.0	423.0	401.0																			
7000.0	-200.2	421.0	413.9		-400																	-400
7250.0	-213.0	420.0	427.6		400																	400
7500.0	-226.0	415.0	437.1																		1	
7750.0	-238.0	410.0	446.2																			
8000.0	-252.2	405.0	455.0		-500																	-500
8250.0	-275.0	390.0	451.8																			
8500.0	-298.8	375.0	447.6																			and and
8750.0	-315.0	350.0	430.1		-600																	-600
9000.0	-330.0	320.0	404.5				1	8	3	36	4	4	5	5 6	6	6	6	8	8	8	25	1
9250.0	-365.0	280.0	363.7			õğ	õ	0	S Q	õ	õ	ğ	Ő	õ õ	N N	õ	õ	õ	õ	õ	õ	<u>ğ</u>
9500.0	-400.0	250.0	333.5	-		0	0			0	0	Ŭ		0 0		0	0	0	0	0	Ŭ	ŏ
							_	_	_	_	_	_	-	_	-	_	_		_	-	_	
																		_		_		

Weight: 1180 kg CoG: 0.245 Weight Brear wingnce: 40%@front - 60%@ rear

Aerodynamics

Aerodynamics efficiency: 3.5/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.040m Minimum ride height before stalling begins: 0.100m Optimum rake front/rear: 0.005m Minimum downforce splitter: 29.5% Minimum downforce rear wing: 53.5% Minimum downforce diffusor: 17% Maximum downforce splitter: 27% Maximum downforce rear wing: 65.3% Maximum downforce diffusor: 7.7%

Gearbox

Gearbox: Manual without autoblip or autocutoff. This results in a far quicker gear-change than that of the semi-automatic on the Ferrari 360 Modena assuming, that is, that the driver has the required skill-set. Upshifting time: 0.180" Downshift time: 0.210"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.929 Wheel rate rear: 0.847

Handling and other info: The low front weight means that the car can exhibit severe understeer tendencies if not driven correctly. If the driver, however, is able to force the rear to grip on entry, the car's turn-in is very precise, and the rear tends to follow round without much drama. A word of caution however: While forcing the rear down with some corner oversteer is needed, the driver should be very careful not to overdo it since the rear weight, once the rear end slips free, will cause the driver to lose a lot of time while sorting out the resulting slide—and may result in a spectacular '360'. The brakes are very good, mid-turn is normal, and exit traction is just jaw-droppingly awe-inspiring.

Porsche 911 (993Turbo) GT2

Dunlop dry GT tyres characteristics

Soft, Medium, Hard SpringBase= 80000N (no pressure) SpringkPa=925 Damper=1250, 1100 for rear tyres Slipangle Dry tyres: 8.7degrees to 12.7@13000N load Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Dunlop wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 80000N (no pressure) SpringkPa=925 Damper=1250, 1100 for rear tyres Slipangle Wet tyres: 9.8degrees to 13.3@14250N load intermediate, @14000 hard wet, @13750 soft wet Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: We have created various types of tyres that are easily interchangeable one between the other in order to supply teams that use various cars and models. The adaptiveness of our tyres is guaranteed by our constant work and dedication that is a trademark of our brand no matter what the category. Our competitors say that we make very generic tyres, but we respond that we have always treated our clients equally without creating an advantage for any one team or manufacturer in particular.

Engine

Power: 588cv@6250rpm Torque: 740Nm@4000rpm-4250rpm Maximum reliable RPM: 6200rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 1 grado

RPM	Compression	Torque	Power			🗜 M. vs	Torq	ue (N	l-m) a	and I	owe	er (HP) and	d Con	npres	sion	torq	ue (N	l-m)		
0.0	-58.1	-58.0	0.0		800			1							1 1	T	1				800
250.0	-35.3	-30.0	-1.1		10000																Concerne 1
500.0	-22.7	120.0	8.4								-			(C)-							
750.0	-26.0	170.0	17.9		700				+												700
1000.0	-30.4	200.0	28.1							/											
1250.0	-35.0	220.0	38.6																		
1500.0	-40.0	240.0	50.6		600				17												600
1750.0	-18.0	260.0	63.9													N					
2000.0	-49.6	330.0	92.7		500				1				/			<u>ا ا</u>					500
2250.0	-53.0	400.0	126.4		500				1			/									500
2500.0	-55.2	475.0	166.8						/			/					1				
2750.0	-60.0	550.0	212.4		400																400
3000.0	-65.2	630.0	265.4		400			1									1				400
3250.0	-71.0	690.0	314.9					<u> </u>									1				
3500.0	-78.7	726.0	356.8		300			4		1							_\				300
3750.0	-85.0	735.0	387.1							/							<u>۱</u>				
4000.0	-92.0	740.0	415.7				-		1												
4250.0	-98.0	740.0	441.7		200		<u> </u>	_					_	_							200
4500.0	-105.9	738.0	466.4						1									1			
4750.0	-117.0	735.0	490.3					1										1			
5250.0	-120.1	730.0	512.0		100			/	2				-						< -		100
5250.0	-133.0	720.0	530.8				1														
5750.0	-140.0	895.0	581.2																- \		
8000.0	-157.0	895.0	577.2		0															-	0
6250.0	-178.0	870.0	599.1				~														
8500.0	-194.7	840.0	594.2		1					-	1.11										
6750.0	-193.0	800.0	568.8		-100																-100
7000.0	-200.2	550.0	540.7											-							
7250.0	-213.0	450.0	458.2		200																200
7500.0	-226.0	300.0	316.0		-200												-				-200
7750.0	-238.0	200.0	217.7															~			
8000.0	-252.2	100.0	112.3		-300																-300
8250.0	-275.0	80.0	92.7																		
8500.0	-298.8	60.0	71.6																		
8750.0	-315.0	10.0	12.3		-400							2									-400
9000.0	-330.0	5.0	6.3		0	5 1	1	2	2	3	3 4	4	5	5	6 6	7	7	8	8	9	1000
				~		8 00	000	000	000	000		000	000	000		8	000	000	500	000	
								_	_	_	_	_	_	_		_	_	_		_	

Weight: 1180 kg CoG: 0.245 Weight Brear wingnce: 40%@front - 60%@ rear

Aerodynamics

Aerodynamics efficiency: 0.5/5 Aerodynamics sensibility: 5/5 La macchina non dispone di un diffusor Minimum downforce splitter: 39.7% Minimum downforce rear wing: 60.3% Maximum downforce splitter: 28.9% Maximum downforce rear wing: 71.1%

Gearbox

Gearbox: Manual without autoblip or autocutoff: it is, however, adequately quick. Upshifting time: 0.200" Downshift time: 0.230"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.929 Wheel rate rear: 0.847

Handling and other info: A beast (and a blast!) from the past. A car that requires maximum focus from the driver, it exhibits handling characteristics from the old-school of Porsche performance and design. It can switch from understeer to oversteer in an instant, especially when the enormous turbo literally explodes a staggering amount of torque through the rear tyres. The car is extremely difficult to tame, and, in a certain sado-masochistic way, it can provide for a lot of perverted fun ... but the driver should remain very cautious, and keep a steady eye on the oil temperature that is crucial for the turbo!

Saleen

Dunlop dry GT tyres characteristics

Soft, Medium, Hard SpringBase= 80000N (no pressure) SpringkPa=925 Damper=1250, 1100 for rear tyres Slipangle Dry tyres: 8.7degrees to 12.7@13000N load Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Dunlop wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 80000N (no pressure) SpringkPa=925 Damper=1250, 1100 for rear tyres Slipangle Wet tyres: 9.8degrees to 13.3@14250N load intermediate, @14000 hard wet, @13750 soft wet Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: We have created various types of tyres that are easily interchangeable one between the other in order to supply teams that use various cars and models. The adaptiveness of our tyres is guaranteed by our constant work and dedication that is a trademark of our brand no matter what the category. Our competitors say that we make very generic tyres, but we respond that we have always treated our clients equally without creating an advantage for any one team or manufacturer in particular.

Engine

Power: 623.5cv@6000rpm Torque: 785Nm@5000rpm-5250rpm Maximum reliable RPM: 6200rpm Reliability step: 75rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			. vs Torque (N-m) and Power (HP) and Compression torque (N-m)	
0.0	-58.1	-58.0	0.0		900	0	900
250.0	-35.3	-30.0	-1.1				
500.0	-22.7	120.0	8.4		800		000
750.0	-26.0	170.0	17.9		800		°00
1000.0	-30.4	230.0	32.3				
1250.0	-35.0	290.0	50.9		700		700
1500.0	-40.0	340.0	71.6				
1750.0	-95.5	460.0	113.0		800		800
2000.0	-101.3	520.0	146.1		000		
2250.0	-107.3	580.0	183.3		20000		
2500.0	-113.4	620.0	217.7		500		500
2750.0	-119.8	680.0	262.6				
3000.0	-126.3	742.0	312.6		400		400
3250.0	-133.1	751.0	342.8		400		100
3500.0	-140.0	755.0	371.1				
3750.0	-147.1	760.0	400.2		300		300
4000.0	-154.4	765.0	429.7				
4250.0	-162.1	770.0	459.6		200		200
4500.0	-169.9	775.0	489.8		200		
4750.0	-178.0	780.0	520.3				
5000.0	-186.3	785.0	551.2		100		100
5250.0	-195.0	785.0	578.8				
5500.0	-204.3	780.0	602.5		0		0
5750.0	-213.6	765.0	617.7				Ĩ
8000.0	-223.4	740.0	623.5				
6250.0	-233.7	710.0	623.2		-100		100
8500.0	-244.3	680.0	620.7				
8750.0	-255.4	600.0	568.8		-200	0	200
7000.0	-266.9	520.0	511.2				
7250.0	-278.6	420.0	427.6		1307.50		
7500.0	-291.1	350.0	368.6		-300		300
//50.0	-304.0	300.0	326.5				
8000.0	-316.9	200.0	224.7		-400		400
8250.0	-330.6	100.0	115.9				
8500.0	-345.0	90.0	107.4		2000		and the second
8750.0	-359.6	40.0	49.2		-500	0	500
9000.0	-375.0	10.0	12.6	*			

Weight: 1250 kg CoG: 0.245 Weight Brear wingnce: 45%@front - 55%@ rear

Aerodynamics

Aerodynamics efficiency: 5/5 Aerodynamics sensibility: 1/5 Minimum ride height before stalling begins: 0.040m Minimum ride height before stalling begins: 0.065m Optimum rake front/rear: 0.000m Minimum downforce splitter: 17.3% Minimum downforce rear wing: 23.4% Minimum downforce diffusor: 59.3% Maximum downforce splitter: 19.9% Maximum downforce rear wing: 41.9% Maximum downforce diffusor: 38.2%

Gearbox

Gearbox: Sequential with autoblip and autocutoff, lightening quick both on upshift and down. Upshifting time: 0.080" Downshift time: 0.100"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0. 672 Wheel rate rear: 0.720

Handling and other info: This is yet another very unique car that is similar to the Maserati in many ways—but not as extreme. Very powerful, it is also quick through the turns, and has superb exit traction despite its powerful block. The brakes, however, are a little inadequate, especially considering its bloated weight, and all of this makes for an explosive mix that requires the driver to remain extremely diligent and focused. It is also very skittish over the curbs and, all-in-all, is a car that is best designed for medium-speed tracks. The weight if the Saleen, however, means that it is not a serious rival to either the Maserati or the Ferrari 550. On its day, however, and on a track suited to its characteristics, it is well-capable of winning despite having an engine that is fragile, when pushed hard.

Saleen

Pirelli dry GT tyres characteristics

Soft, Medium, Hard SpringBase= 85000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Dry tyres: 8degrees to 12.3@12500N load Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Pirelli wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 85000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Wet tyres: 10.4degrees to 15.0@15000N hard wet load, @14000 for soft wet, @12500 for intermediate compound Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Pirelli Competizione is proud to announce that this year will see them continue to equip numerous GT teams with tyres specific for front engine cars just as successfully as they did last year. Moreover, this year we have the privilege to equip the official Maserati team. In fact, Pirelli Competizine has created a specific tyre for the MC12, a mid-engined supercar with high downforce. We are also certain that this experience will enable us to give great tyres for other cars with similar characteristics like the Saleen.

Engine

Power: 623.5cv@6000rpm Torque: 785Nm@5000rpm-5250rpm Maximum reliable RPM: 6200rpm Reliability step: 75rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			. vs Torque (N-m) and Power (HP) and Compression torque (N-m)	
0.0	-58.1	-58.0	0.0		900	0	900
250.0	-35.3	-30.0	-1.1				
500.0	-22.7	120.0	8.4		800		000
750.0	-26.0	170.0	17.9		800		°00
1000.0	-30.4	230.0	32.3				
1250.0	-35.0	290.0	50.9		700		700
1500.0	-40.0	340.0	71.6				
1750.0	-95.5	460.0	113.0		800		800
2000.0	-101.3	520.0	146.1		000		
2250.0	-107.3	580.0	183.3		20000		
2500.0	-113.4	620.0	217.7		500		500
2750.0	-119.8	680.0	262.6				
3000.0	-126.3	742.0	312.6		400		400
3250.0	-133.1	751.0	342.8		400		100
3500.0	-140.0	755.0	371.1				
3750.0	-147.1	760.0	400.2		300		300
4000.0	-154.4	765.0	429.7				
4250.0	-162.1	770.0	459.6		200		200
4500.0	-169.9	775.0	489.8		200		
4750.0	-178.0	780.0	520.3				
5000.0	-186.3	785.0	551.2		100		100
5250.0	-195.0	785.0	578.8				
5500.0	-204.3	780.0	602.5		0		0
5750.0	-213.6	765.0	617.7				Ĩ
8000.0	-223.4	740.0	623.5				
6250.0	-233.7	710.0	623.2		-100		100
8500.0	-244.3	680.0	620.7				
8750.0	-255.4	600.0	568.8		-200	0	200
7000.0	-266.9	520.0	511.2				
7250.0	-278.6	420.0	427.6		1307.50		
7500.0	-291.1	350.0	368.6		-300		300
//50.0	-304.0	300.0	326.5				
8000.0	-316.9	200.0	224.7		-400		400
8250.0	-330.6	100.0	115.9				
8500.0	-345.0	90.0	107.4		2000		and the second
8750.0	-359.6	40.0	49.2		-500	0	500
9000.0	-375.0	10.0	12.6	*			

Weight: 1250 kg CoG: 0.245 Weight Brear wingnce: 45%@front - 55%@ rear

Aerodynamics

Aerodynamics efficiency: 5/5 Aerodynamics sensibility: 1/5 Minimum ride height before stalling begins: 0.040m Minimum ride height before stalling begins: 0.065m Optimum rake front/rear: 0.000m Minimum downforce splitter: 17.3% Minimum downforce rear wing: 23.4% Minimum downforce diffusor: 59.3% Maximum downforce splitter: 19.9% Maximum downforce rear wing: 41.9% Maximum downforce diffusor: 38.2%

Gearbox

Gearbox: Sequential with autoblip and autocutoff, lightening quick both on upshift and down. Upshifting time: 0.080" Downshift time: 0.100"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0. 672 Wheel rate rear: 0.720

Handling and other info: This is yet another very unique car that is similar to the Maserati in many ways—but not as extreme. Very powerful, it is also quick through the turns, and has superb exit traction despite its powerful block. The brakes, however, are a little inadequate, especially considering its bloated weight, and all of this makes for an explosive mix that requires the driver to remain extremely diligent and focused. It is also very skittish over the curbs and, all-in-all, is a car that is best designed for medium-speed tracks. The weight if the Saleen, however, means that it is not a serious rival to either the Maserati or the Ferrari 550. On its day, however, and on a track suited to its characteristics, it is well-capable of winning despite having an engine that is fragile, when pushed hard.

Viper Dunlop

Dunlop dry GT tyres characteristics

Soft, Medium, Hard SpringBase= 80000N (no pressure) SpringkPa=925 Damper=1250, 1100 for rear tyres Slipangle Dry tyres: 8.7degrees to 12.7@13000N load Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Dunlop wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 80000N (no pressure) SpringkPa=925 Damper=1250, 1100 for rear tyres Slipangle Wet tyres: 9.8degrees to 13.3@14250N load intermediate, @14000 hard wet, @13750 soft wet Optimum lateral grip @ front camber: -3.8degrees Optimum lateral grip @ rear camber: -3.0degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: We have created various types of tyres that are easily interchangeable one between the other in order to supply teams that use various cars and models. The adaptiveness of our tyres is guaranteed by our constant work and dedication that is a trademark of our brand no matter what the category. Our competitors say that we make very generic tyres, but we respond that we have always treated our clients equally without creating an advantage for any one team or manufacturer in particular.

Engine

Power: 632cv@6250rpm Torque: 800Nm@4000rpm-4375rpm Maximum reliable RPM: 6100rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			. C. M. vs	Torque ((N-m) an	d Powe	r (HP)	and C	ompres	sion tor	que (N-m)	
0.0	-58.1	-58.0	0.0		900										900
125.0	-35.3	-30.0	-0.5	-	000000										Statistics.
250.0	-25.5	-9.0	-0.3	1	800										800
375.0	-25.8	130.0	6.8						1		1000				000
500.0	-26.0	145.0	10.2										100		
675.0	-30.5	140.0	13.3		700										700
750.0	-35.0	145.0	15.3										\rightarrow		
875.0	-41.0	150.0	18.4		600		2								600
1000.0	-47.0	155.0	21.8					· /			1			N I	
1125.0	-49.5	165.0	26.1		500	<u> </u>							2	1	500
1250.0	-52.0	180.0	31.6		0.000					/				N III	
1375.0	-54.6	200.0	38.6		400					/				Λ	100
1500.0	-57.3	230.0	48.4		400	1 i		/					1		400
1625.0	-60.6	260.0	59.3		20000										
1750.0	-64.0	290.0	71.3		300				1		1		1		300
1875.0	-67.5	335.0	88.2											1	
2000.0	-71.0	375.0	105.3		200			/	8						200
2125.0	-74.5	415.0	123.8											· \	
2250.0	-78.0	450.0	142.2		100									\ ≲_	100
2375.0	-81.4	485.0	161.8		100										
2500.0	-84.9	520.0	182.6				_								
2625.0	-89.0	560.0	206.4		0 O										0
2750.0	-93.0	600.0	231.7			/ _									
2875.0	-96.2	650.0	262.4		-100										-100
3125.0	-99.3	690.0	290.7								-				
2250.0	-103.0	730.0	320.4		-200										-200
2275.0	-108.0	750.0	342.3												
3500.0	-112.0	705.0	302.0												000
3825.0	-110.1	780.0	402.2		-300										-300
3750.0	-113.0	795.0	418.7												
3875.0	-127.1	798.0	434.2		-400										-400
4000 0	-131.2	800.0	449.4												
4125.0	-135.6	800.0	463.4		-500					2	-				-500
4250.0	-140.0	800.0	477.5		222422									X	
4375.0	-146.5	800.0	491.5		-600					43	· · · · · ·				-800
4500.0	-153.0	798.0	504.3		0001	0 6	1 1	2	3	3	4	5 5	6	6 7	3 000
4625.0	-159.5	795.0	516.4			7	2 8	5	1	Ž	3	0 ğ	25	8 5	
4750.0	-166.0	791.0	527.6			0	ŏ ś	ŏ	5	ŏ	5	ŏ 5	ŏ	5 Ŏ	
				-							_				

Weight: 1205 kg CoG: 0.285 Weight Brear wingnce: 50%@front - 50%@ rear

Aerodynamics

Aerodynamics efficiency: 1/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.055m Minimum ride height before stalling begins: 0.080m Optimum rake front/rear: 0.005m Minimum downforce splitter: 32.5% Minimum downforce rear wing: 42% Minimum downforce diffusor: 25.5% Maximum downforce splitter: 31.1% Maximum downforce rear wing: 56.3% Maximum downforce diffusor: 12.6%

Gearbox

Gearbox: Sequential with autoblip and autocutoff, quick on upshift and down. Upshifting time: 0.160" Downshift time: 0.190"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.588 Wheel rate rear: 0.674

Handling and other info: The Viper is the alter-ego of the Lister. It has monstrous power and torque, but getting it all down on the tarmac can be rather challenging, to say the least. The brakes are adequate. Turn-in is slow. The rear will follow the front on turn-in with something approaching stability. Midturn, the Viper is slow, and exit traction is problematic. With both power and torque being so extreme, the rear tyres are always busy doing something—and not all if it conducive to a stable ride! It is also not very sensitive to setup changes due to the nature of the car's power which will throw it into an oversteer condition in any turn, and in any situation, resulting in shredded rear tyres. It is, however, very controllable at the limit, and can be an extremely entertaining ride. Its handling problems, however, make it uncompetitive on many tracks except those—like *Enna* and *Monza*—where its power and its aerodynamic efficiency make it the fastest car in a straight line. A real American Muscle Car!



Viper Pirelli

Pirelli dry GT tyres characteristics

Soft, Medium, Hard SpringBase= 85000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Dry tyres: 8degrees to 12.3@12500N load Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Pirelli wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 85000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Wet tyres: 10.4degrees to 15.0@15000N hard wet load, @14000 for soft wet, @12500 for intermediate compound Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Pirelli Competizione is proud to announce that this year will see them continue to equip numerous GT teams with tyres specific for front engine cars just as successfully as they did last year. Moreover, this year we have the privilege to equip the official Maserati team. In fact, Pirelli Competizine has created a specific tyre for the MC12, a mid-engined supercar with high downforce. We are also certain that this experience will enable us to give great tyres for other cars with similar characteristics like the Saleen

Engine

Power: 655.7cv@6250rpm Torque: 850Nm@4500rpm Maximum reliable RPM: 6200rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 2 degrees

RPM	Compression	Torque	Power			M. vs Torque (N-m) and Power (HP) and Compression torque (N-m)	
0.0	-58.1	-58.0	0.0		900		900
125.0	-35.3	-30.0	-0.5				Sectors.
250.0	-25.5	-9.0	-0.3		800		800
375.0	-25.8	130.0	6.8				
500.0	-26.0	145.0	10.2				
675.0	-30.5	140.0	13.3		700		700
750.0	-35.0	145.0	15.3				
875.0	-41.0	150.0	18.4		600		600
1000.0	-47.0	155.0	21.8				
1125.0	-49.5	165.0	26.1		500		500
1250.0	-52.0	180.0	31.6		0.000		
1375.0	-54.6	200.0	38.6		400		100
1500.0	-57.3	230.0	48.4		400		400
1625.0	-60.6	260.0	59.3		20000		
1750.0	-64.0	290.0	71.3		300		300
1875.0	-67.5	335.0	88.2				
2000.0	-71.0	375.0	105.3		200		200
2125.0	-74.5	415.0	123.8				
2250.0	-78.0	450.0	142.2		100		100
2375.0	-81.4	485.0	161.8		100		100
2500.0	-84.9	520.0	182.6				
2625.0	-89.0	545.0	200.9		0 C		0
2750.0	-93.0	575.0	222.1				
2875.0	-96.2	610.0	246.3		-100		-100
3000.0	-99.3	630.0	265.4				
3125.0	-103.6	648.0	284.4		-200		-200
3250.0	-108.0	009.0	305.3				
3575.0	-112.0	088.0	320.1				
2825.0	-110.1	705.0	340.0		-300		-300
3750.0	-113.0	724.0	295.0				
3875.0	-123.0	790.0	395.0		-400		-400
4000.0	-127.1	200.0	449.4				
4125.0	-135.8	815.0	472.4		-500		-500
4250.0	-140.0	845.0	504.3		1000		and the second
4375.0	-148.5	848.0	521.0		800		800
4500 0	-153.0	850.0	537.2		-000	0 6 1 1 2 3 3 4 5 5 6 6 7	-000
4625.0	-159.5	848.0	550.8				
4750.0	-166.0	840.0	560.3			0 5 0 5 0 5 0 5 0 5 0 5 0 5 0 5 0 5 0 5	
				-			

Weight: 1205 kg CoG: 0.270 Weight Brear wingnce: 50%@front - 50%@ rear

Aerodynamics

Aerodynamics efficiency: 1/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.050m Minimum ride height before stalling begins: 0.080m Optimum rake front/rear: 0.005m Minimum downforce splitter: 32.5% Minimum downforce rear wing: 42% Minimum downforce diffusor: 25.5% Maximum downforce splitter: 31.1% Maximum downforce rear wing: 56.3% Maximum downforce diffusor: 12.6%

Gearbox

Gearbox: Sequential with autoblip and autocutoff, quick on upshift and down. Upshifting time: 0.160" Downshift time: 0.190"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.588 Wheel rate rear: 0.674

Handling and other info: The Viper is the alter-ego of the Lister and this particular one has even a stronger engine! It has monstrous power and torque, but getting it all down on the tarmac can be rather challenging, to say the least. The brakes are adequate. Turn-in is slow. The rear will follow the front on turn-in with something approaching stability. Mid-turn, the Viper is slow, and exit traction is problematic. With both power and torque being so extreme, the rear tyres are always busy doing something—and not all if it conducive to a stable ride! It is also not very sensitive to setup changes due to the nature of the car's power which will throw it into an oversteer condition in any turn, and in any situation, resulting in shredded rear tyres. It is, however, very controllable at the limit, and can be an extremely entertaining ride. Its handling problems, however,

make it uncompetitive on many tracks except those—like *Enna* and *Monza* where its power and its aerodynamic efficiency make it the fastest car in a straight line. A real American Muscle Car! Look out of this tuned engine though, it can be more fragile than the normal one.





Viper Michelin

Michelin dry GT tyres characteristics

Soft, Medium, Hard SpringBase=95000N (no pressure) SpringkPa=930 Damper=1350, 1200 for rear tyres Slipangle Dry tyres: 8.3degrees to 12.9@13500N load Optimum lateral grip @ front camber: -3.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Michelin wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 95000N (no pressure) SpringkPa=930 Damper=1350, 1200 for rear tyres Slipangle Wet tyres: 8.6degrees to 12.4@15000N load intermediate, @14500N hard wet, @14000N soft wet Optimum lateral grip @ front camber: -3.0degrees Optimum lateral grip @ rear camber: -2.2degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Following our excellent collaboration with team BMS, this year Michelin is proud to present a tyre specifically created for this car. Last year's outstanding results have also convinced us to try harder to prepare tyres for other clients too, even if they have cars with different weight balance and handling characteristics than the Ferrari 550BMS. We hope that our tyres will offer solid performance even with cars like the Lamborghini Murcielago GTR.

Engine

Power: 632cv@6250rpm Torque: 800Nm@4000rpm-4375rpm Maximum reliable RPM: 6100rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			M. vs Torque (N-m) and Power (HP) and Compression	torque (N-m)	
0.0	-58.1	-58.0	0.0		900			900
125.0	-35.3	-30.0	-0.5	-	000000			and the second
250.0	-25.5	-9.0	-0.3	1	800			800
375.0	-25.8	130.0	6.8					000
500.0	-26.0	145.0	10.2					
675.0	-30.5	140.0	13.3		700			700
750.0	-35.0	145.0	15.3					
875.0	-41.0	150.0	18.4		600			600
1000.0	-47.0	155.0	21.8					
1125.0	-49.5	165.0	26.1		500			500
1250.0	-52.0	180.0	31.6					
1375.0	-54.6	200.0	38.6		100			400
1500.0	-57.3	230.0	48.4		400			400
1625.0	-60.6	260.0	59.3					
1750.0	-64.0	290.0	71.3		300			300
1875.0	-67.5	335.0	88.2					
2000.0	-71.0	375.0	105.3		200			200
2125.0	-74.5	415.0	123.8					
2250.0	-78.0	450.0	142.2		100			100
2375.0	-81.4	485.0	161.8		100			100
2500.0	-84.9	520.0	182.6					
2625.0	-89.0	560.0	206.4		0			0
2750.0	-93.0	600.0	231.7					
2875.0	-96.2	650.0	262.4		-100			-100
3000.0	-99.3	690.0	290.7					
3125.0	-103.6	730.0	320.4		-200			-200
3250.0	-108.0	750.0	342.3		-200			-200
3375.0	-112.0	765.0	362.6					
3500.0	-118.1	780.0	383.4		-300			-300
3029.0	-119.6	790.0	402.2					
3/50.0	-123.0	795.0	418.7		-400			-400
4000.0	-127.1	798.0	434.3					
4000.0	-131.2	800.0	449.4		-500			-500
4125.0	-130.0	800.0	403.4		10000			
4250.0	-140.0	800.0	4//.0		000			-
4500.0	-140.0	200.0	491.5		-800	8 1 1 2 2 2 4 5 5	8 8 7	-800
4825.0	-103.0	795.0	518.4				2 8 5	
4750.0	-108.0	791.0	527 B				0 5 0	
4700.0	-100.0	791.0	027.0	•				

Weight: 1205 kg CoG: 0.285 Weight Brear wingnce: 50%@front - 50%@ rear

Aerodynamics

Aerodynamics efficiency: 1/5 Aerodynamics sensibility: 4/5 Minimum ride height before stalling begins: 0.055m Minimum ride height before stalling begins: 0.080m Optimum rake front/rear: 0.005m Minimum downforce splitter: 32.5% Minimum downforce rear wing: 42% Minimum downforce diffusor: 25.5% Maximum downforce splitter: 31.1% Maximum downforce rear wing: 56.3% Maximum downforce diffusor: 12.6%

Gearbox

Gearbox: Sequential with autoblip and autocutoff, quick on upshift and down. Upshifting time: 0.160" Downshift time: 0.190"

Suspension

Front unsprung mass Left suspension: 15.5kg Wheel and tyre: 22kg Rear unsprung mass Left suspension: 17kg Wheel and tyre: 26kg Wheel rate front: 0.588 Wheel rate rear: 0.674

Handling and other info: The Viper is the alter-ego of the Lister. It has monstrous power and torque, but getting it all down on the tarmac can be rather challenging, to say the least. The brakes are adequate. Turn-in is slow. The rear will follow the front on turn-in with something approaching stability. Midturn, the Viper is slow, and exit traction is problematic. With both power and torque being so extreme, the rear tyres are always busy doing something—and not all if it conducive to a stable ride! It is also not very sensitive to setup changes due to the nature of the car's power which will throw it into an oversteer condition in any turn, and in any situation, resulting in shredded rear tyres. It is, however, very controllable at the limit, and can be an extremely entertaining ride. Its handling problems, however, make it uncompetitive on many tracks except those—like *Enna* and *Monza*—where its power and its aerodynamic efficiency make it the fastest car in a straight line. A real American Muscle Car!



Viper Pirelli

Pirelli dry GT tyres characteristics

Soft, Medium, Hard SpringBase= 85000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Dry tyres: 8degrees to 12.3@12500N load Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 80 degrees Celsius

Pirelli wet GT tyres characteristics

Intermediate. Hard Wet, Soft Wet SpringBase= 85000N (no pressure) SpringkPa=925 Damper=1300, 1100 for rear tyres Slipangle Wet tyres: 10.4degrees to 15.0@15000N hard wet load, @14000 for soft wet, @12500 for intermediate compound Optimum lateral grip @ front camber: -3.5degrees Optimum lateral grip @ rear camber: -2.7degrees Optimum pressure 200kPa Optimum temp: 60-95 degrees Celsius

Note: Pirelli Competizione is proud to announce that this year will see them continue to equip numerous GT teams with tyres specific for front engine cars just as successfully as they did last year. Moreover, this year we have the privilege to equip the official Maserati team. In fact, Pirelli Competizine has created a specific tyre for the MC12, a mid-engined supercar with high downforce. We are also certain that this experience will enable us to give great tyres for other cars with similar characteristics like the Saleen.

Engine

Power: 632cv@6250rpm Torque: 800Nm@4000rpm-4375rpm Maximum reliable RPM: 6100rpm Reliability step: 95rpm Optimum oil temperature: 95degrees Maximum reliable oil temperature: 100degrees Reliability step: 3 degrees

RPM	Compression	Torque	Power			M. vs Torque (N-m) and Power (HP) and Compression	torque (N-m)	
0.0	-58.1	-58.0	0.0		900			900
125.0	-35.3	-30.0	-0.5	-	000000			and the second
250.0	-25.5	-9.0	-0.3	1	800			800
375.0	-25.8	130.0	6.8					000
500.0	-26.0	145.0	10.2					
675.0	-30.5	140.0	13.3		700			700
750.0	-35.0	145.0	15.3					
875.0	-41.0	150.0	18.4		600			600
1000.0	-47.0	155.0	21.8					
1125.0	-49.5	165.0	26.1		500			500
1250.0	-52.0	180.0	31.6					
1375.0	-54.6	200.0	38.6		100			400
1500.0	-57.3	230.0	48.4		400			400
1625.0	-60.6	260.0	59.3					
1750.0	-64.0	290.0	71.3		300			300
1875.0	-67.5	335.0	88.2					
2000.0	-71.0	375.0	105.3		200			200
2125.0	-74.5	415.0	123.8					
2250.0	-78.0	450.0	142.2		100			100
2375.0	-81.4	485.0	161.8		100			100
2500.0	-84.9	520.0	182.6					
2625.0	-89.0	560.0	206.4		0			0
2750.0	-93.0	600.0	231.7					
2875.0	-96.2	650.0	262.4		-100			-100
3000.0	-99.3	690.0	290.7					
3125.0	-103.6	730.0	320.4		-200			-200
3250.0	-108.0	750.0	342.3		-200			-200
3375.0	-112.0	765.0	362.6					
3500.0	-118.1	780.0	383.4		-300			-300
3029.0	-119.6	790.0	402.2					
3/50.0	-123.0	795.0	418.7		-400			-400
4000.0	-127.1	798.0	434.3					
4000.0	-131.2	800.0	449.4		-500			-500
4125.0	-130.0	800.0	403.4		10000			
4250.0	-140.0	800.0	4//.0		000			-
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