

## A VERY DIFFERENT CHALLENGE FOR THE P ZERO PINK HYPERSOFT



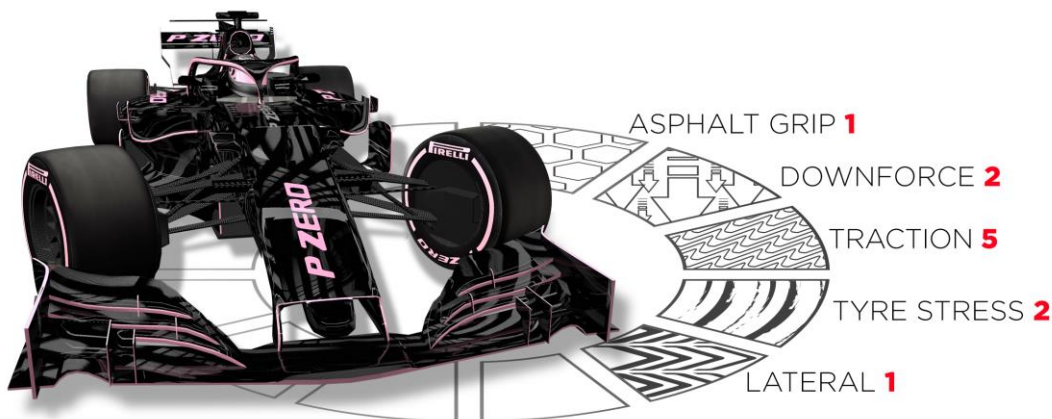
RED SUPERSOFT  
PURPLE ULTRASOFT  
PINK HYPERSOFT

CANADA  
MONTREAL  
08-10 JUNE



Milan, June 4, 2018 – There’s exactly the same tyre nomination for Canada as for Monaco, but the two venues couldn’t be any more different. Monaco tends to be a track where the start order bears a close resemblance to the finishing order – but in Canada, anything can happen. This is due to a demanding track layout that contains several overtaking opportunities, unpredictable weather, and – this year – the first big challenge for the new P Zero Pink hypersoft, which made its debut in Monte-Carlo. While Monaco is well-known as the track that asks the least from the tyres all year, Montreal contains bigger speeds and different corners.

### THE CIRCUIT FROM A TYRE POINT OF VIEW





- Once more, the P Zero Red supersoft, P Zero Purple ultrasoft, and P Zero Pink hypersoft have been selected. This should lead to plenty of on-track action throughout the weekend.
- The Circuit Gilles Villeneuve is a semi-permanent facility infrequently used outside the grand prix, so track evolution from Friday to Sunday tends to be particularly high.
- Canada is about traction and braking: longitudinal rather than lateral forces. It’s one of the most demanding circuits on brakes all year and if brakes overheat, this can affect tyres too.
- Weather is unpredictable: in 2011 (Pirelli’s first year back in F1) the Canadian Grand Prix became the longest in the sport’s history due to constant interruptions from rain.
- There’s very little run-off area, so safety cars – influencing race strategy – are common.

### MARIO ISOLA - HEAD OF CAR RACING








“While Monaco was the first appearance for the new hypersoft, we can almost consider Montreal to be the real debut for this tyre, as Monaco is completely atypical. The track surface at Montreal is actually quite smooth, but we should still see more than one pit stop due to the combination of the softest tyre nomination that we have ever brought to Canada, and a more demanding track layout than Monaco. In the past, there has been an extremely wide variety of strategies seen at this race, and the arrival of the hypersoft should now open up those possibilities still further. In reality, nobody knows exactly how it will perform in Canada in terms of wear and degradation, so the homework done during free practice will be more important than ever”

## WHAT'S NEW?

- Race organisers have agreed to rebuild the entire paddock infrastructure, with some work having already been started on the new paddock.
- Pirelli's 2019 development programme continued at Paul Ricard in France for two days, with Mercedes drivers George Russell and Valtteri Bottas concentrating on wet and intermediate tyres.

MIN. STARTING PRESSURES (slicks)		EOS CAMBER LIMIT	
	<b>21.0</b> psi (front)   <b>19.5</b> psi (rear)	<b>-3.50°</b> (front)   <b>-2.00°</b> (rear)	

## THE TYRES NOMINATED THIS SEASON

GRAND PRIX							
Australia				✓	✓	✓	
Bahrain			✓	✓	✓		
China			✓	✓		✓	
Azerbaijan				✓	✓	✓	
Spain			✓	✓	✓		
Monaco					✓	✓	✓
Canada					✓	✓	✓
France				✓	✓	✓	
Austria				✓	✓	✓	
Great Britain		✓	✓	✓			
Germany			✓	✓		✓	
Hungary			✓	✓		✓	
Singapore				✓		✓	✓

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