

Pirelli

ROSSO CORSA



Available sizes

120/60ZR17
120/70ZR17
160/60ZR17
180/55ZR17
190/50ZR17
190/55ZR17

Weight

Front: 4.19kg
Rear: 6.23kg (190-section)

Time

Wednesday 3.50pm

Temperatures

Ambient: 23
Track: 33

Pressures

Front: 31psi
Rear: 28psi
Hot Rear: 34psi

Tyre Temperature

Front (right/left): 68/67
Rear (right/left): 101/83

Stiffness

Front: 56 Shore A
Rear: 48 Shore A



PIRELLI ROSSO CORSA

Pirelli extol the versatility of the Rosso Corsa, with a good blend of lean and grip. The rear uses a Bi-Compound that differentiates the behaviour of the grip available at the centre and edge of the tyre. Ideal Contour Shaping (ICS) provides a large footprint under acceleration, and it is constructed using an H Shaped Bead (to support the sidewall) and a High Performance Single Cord that uses different tension, spacing and stiffness depending on its position on the tyre. The tread pattern has a seven per cent land/sea ratio, with 100 per cent slick at maximum lean. A central rib allows more rubber contact for improved straightline stability. Pirelli claim the front's compound is developed from WSB feedback, and provides support under heavy braking with reinforced carbon black and resins involved. The rear has three zones to combine mileage on road and feeling on track. The central zone is from the original Rosso, while the shoulder has improved resins and plasticisers for optimal wet and dry grip.

The superbly versatile Rosso Corsa was my tyre of 2010, clocking up several thousand miles and a few trackdays without much grumble. Value for money? Checkity check. Pirelli is almost cheating by having a harder middle compound mated to a Supercorsa shoulder compound, creating a magical mix of longevity and thrills. They don't take long to warm-up considering its sporting pedigree, and there's no release agent pulling pranks.

The front felt like one of the best road-based tyres out there, in terms of outright grip and boundaries, relentlessly dependable on or off the throttle and allowing unfathomable quantities of trail braking.

The rear was hovering around 100 degrees during both sessions and acceleration grip levels

dropped dramatically after just eight laps - massive levels of grip degradation is accepted to be part of the Pirelli ethos. It's side grip and mid-corner where the grip drop-off is noticeable, but the Rosso Corsa still has the ability to drive with with mediocre lean. And being a Pirelli, you get a soft sidewall and carcass, with plenty of friendly flex and ample feedback. You know exactly what's going on below.



The pair team-up for a quick steering set of hoops, while remaining perfectly neutral and precise. Some tyres sacrifice pace in slower or faster bends, whereas the RC rampantly boogies.

The turn-in ability works with you and is a perfect inbetween of a flatter profile and race rubber. It's the road tyre that thinks it's a race tyre, or should that be the other way round? Either way, it's good news all round with the Rosso Corsa.

“The pair team-up for a quick steering set of hoops, while remaining perfectly neutral and precise”

The tyre graveyard





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- 120/70ZR17
- 160/60ZR17
- 180/55ZR17
- 190/50ZR17
- 190/55ZR17

Weight

Front: 4.19kg
Rear: 6.08kg (180-section)

Time

Wednesday 3.50pm

Temperatures

Ambient: 23
Track: 33

Pressures

Front: 31psi
Rear: 28psi
Hot Rear: 35psi

Tyre Temperature

Front (right/left): 65/65
Rear (right/left): 94/77

Stiffness

Front: 54 Shore A
Rear: 48 Shore A

Pirelli
ROSSO CORSA



PRICE
£110 FRONT, £139/£149 REAR
CONTACT
WWW.PIRELLI.COM

Thanks to a courier trying to deliver on a bank holiday, we turned up at Mireval short of a rear. A few phone calls later and it was winging its way through France, but we had to wait until the last session of the entire test to put it through its paces.

Al and I made a note to keep it steady because we were now off the race rubber and onto something with more road-biased intentions – but we needn't have worried. In almost ideal tyre testing conditions, the Rosso Corsas shone in almost every respect. Brake pad issues meant that we couldn't have a second shot on them, but we've never had an issue with them going off in the past.

The stand out feature for me was the way these tyres steered. I was able to put the bike where I wanted, when I wanted. With bags of feel from the

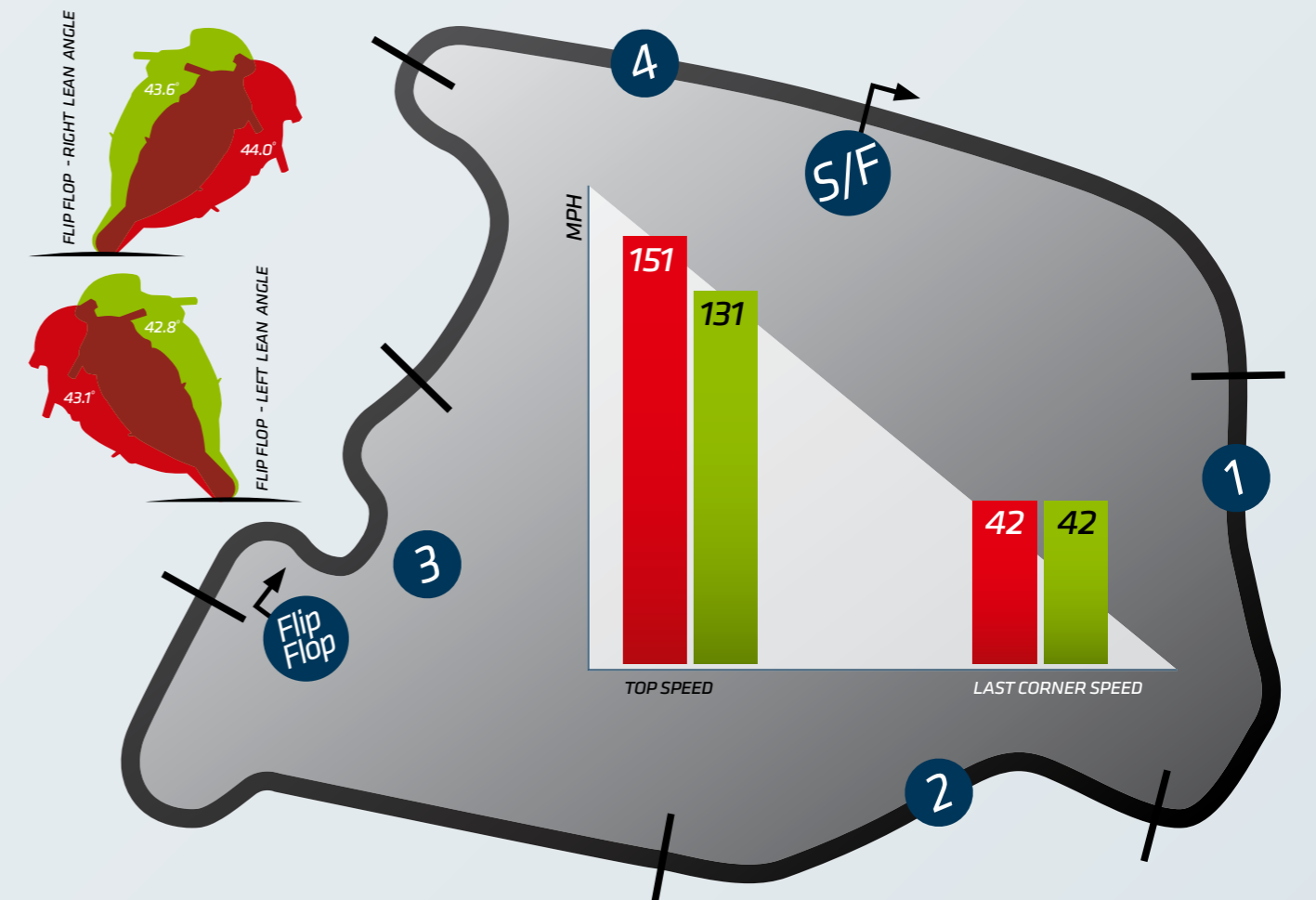
flexible sidewalls and a profile that encourages quick steering, the front felt absolutely planted. Lean levels felt like they were down from the race stuff we'd been on all day, but it's hardly straggling at the back. Braking felt good, with the bike controlling the front well – with the proviso that I may have knocked it down a notch given the state of the pads.



I have no complaints from the rear, either. I felt there was a moments hesitation on throttle pick-up to allow the road-biased compounds to grip at slightly more upright levels, but it seemed that heat build-up did turn itself into a few slides towards the end of the session – much like the Avon Xtremes (that also displayed hot internal temperatures). They issued loads of warning that things were about to protest, and having got this far in the test I wasn't about to risk any more for the sake of another half second. What a way to finish.

With bags of feel from the flexible sidewalls, the Rosso Corsa front felt absolutely planted

RIDER	SCORE OUT OF TEN	TEST	SCORE OUT OF TEN	
BMW S 1000 RR ALASTAIR 'A-FORCE' FAGAN			KAWASAKI ZX-6R SIMON 'ROOTSY' ROOTS	
WARM UP	8	FEEL A LITTLE HARSH DURING THE FIRST FEW CORNERS BUT NEVER THREATENING.	8	EVEN AND CONSTANT, THEY DON'T NEED MUCH. HALF A LAP AND YOU CAN START UPPING SPEED.
TURN IN	8	ALONG WITH CONTI, IT'S THE FASTEST STEERING ROAD TYRE. VERY ASSURING, TOO.	8	VERY POSITIVE GOING INTO A TURN, QUICK FOR A ROAD TYRE, BUT NEVER FLIGHTY.
SIDE GRIP	8	SOFT CARCASS MOVES WHEN THE HEAT GETS TURNED UP. OTHERWISE STABLE AND GLUEY.	8	NO GRUMBLES AT ALL, DID WHAT I ASKED OF IT, FELT I COULD HAVE ASKED FOR MORE, TOO.
ACCELERATION GRIP	7	GETTING THE BIKE UPRIGHT SOONER HELPS WITH TRACTION. VERY SOFT ON THE SIDE.	8	GOOD UNTIL THEY GET REALLY HOT. LOTS OF WARNING WITH SLIDES, JUST CAN'T TAP IT EARLY.
BRAKING STABILITY	8	MULTI-COMPOUND HELPS STABILITY IN A STRAIGHT LINE. HEAVY FEELING ON THE SIDE.	8	FELT VERY SECURE GOING INTO BOTTOM LEFT. STABLE ELSEWHERE, PLANTED FEELING.
CONSISTENCY	7	REAR STRUGGLED WITH TEMPERATURE AND EXCESS CARCASS SQUIRM. FRONT LOVELY.	7	FRONT DOESN'T COMPLAIN, BUT REAR GETS HOT AND STARTS MOVING AROUND.
HEAT CYCLE	NA	LOOK RIGHT...	NA	DUNLOP'S TYRE TECHS WOULDN'T LET US OUT AGAIN WITH SO LITTLE LEFT ON THE PADS!
OVERALL	8	THERE'S NOT MUCH TO MOAN ABOUT. STILL ONE OF THE MOST VERSATILE TYRES ALIVE.	8	LIKED THE TIGHT STUFF AND CONFIDENT IN THE QUICKER BITS TOO. WORKS WITH YOU.



TEST	LAP TIMES	TOP SPEED	BRAKING TIME INTO 2nd CORNER	BRAKING FORCE	ACCELERATION OUT OF 2nd CORNER	TIME THROUGH FLIP FLOP	FLIP FLOP RIGHT LEAN ANGLE	FLIP FLOP LEFT LEAN ANGLE	SPEED CARRIED THROUGH LAST CORNER	LAST CORNER TO FINISH
PIRELLI ROSSO CORSA	MINS	MPH	SECONDS	FORCE (g)	SECONDS	SECONDS	DEGREES	DEGREES	MPH	SECONDS
BMW S 1000 RR	1:21.060	151.64	4.062	0.97	15.510	14.063	44.0	43.1	42.08	9.739
KAWASAKI ZX-6R	1:24.670	131.55	4.253	0.91	15.251	14.264	43.6	42.8	42.21	8.688