



The French offering was on home ground. Well, it was in France

# Michelin

## POWER PURE

### Available sizes

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

### Weight

Front: 4.12kg  
Rear: 5.71kg (180-section)

### Time

Tuesday 12.20/1.55pm

### Temperatures

Ambient: 20  
Track: 22

### Pressures

Front: 31psi  
Rear: 29psi  
Hot Rear: 36psi

### Tyre Temperature

Front (right/left): 54/51  
Rear (right/left): 82/64

### Stiffness

Front: 55 Shore A  
Rear: 56 Shore A

I scored the Power Pures well across the board, signifying the tyre worked well in all aspects of its performance. It didn't excel at anything, but there's a lot to say for consistency. Al's story may be a bit different, there was only half a second between us, but I liked them a lot – and the lap times showed this. The Power Pures topped my laptime list, surprisingly so when we collated the data. It just shows personal preference plays a part. The Pures feel great from the off, and within the first few corners it's easy to feel the grip coming to you. Both front and rear help you to develop confidence in them, and the rear develops speed the front can easily cope with.

The front is happy wherever you put it on track. Regardless of the speed of the turn, the Michelin is accurate and the more confidence you develop with them the deeper you dare to enter a corner – to a really impressive conclusion. Steering speed isn't especially quick, but it is dependable and very neutral. With more speed comes more lean, but nothing seemed to perturb the front – apart from some slight vibes under trail braking. Braking speeds and forces were down because of this, but this was the only issue with the front.

The rear does what you want, too. With stacks of grip available it's easy to get a good early drive, with the ZX-6R developing some serious speed out of a turn. After 15 laps, there was only the faintest hint of the tyre rejecting my input, and that was only after goading it with more throttle than with any of its rivals.

The second session replicated the first, with the tyre impressing well. Although the wind was gusting strongly at this point, the Michelin seemed planted and shrugged off the worse of it.

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### MICHELIN POWER PURE

The French firm has packed a lot of its technology into the Power Pure, not least its LTT technology. This stands for Light Tire Technology, and means weight saving on both front and rear tyres. Here's something we can test, and the Pures hit the scales at 4.12kg for the front and 5.71kg at the rear (180-section). There are slightly lighter fronts about, but only the Power Cups weigh less. Less weight at the wheel means less gyroscopic effect and easier handling. The Pures also use Michelin's 2CT two compound technology, with the outer 25 per cent of the tyre's profile (at the front, 20 per cent at the rear) containing the softer rubber. On the old Pilot Power 2CT these figures were more like 10 per cent. The weight loss has come from using an Aramid tread ply (Aramid is as strong as steel but around ten times lighter) and a nylon carcass ply, so that the thickness of the tyre remains, but with much less mass. Given its remit, tread patterns are not overly aggressive. A 120/60 option is available at the front, along with a 160 rear option.



Michelin is one of the few manufacturers to make big claims in the press pack, like kneedown within a few corners and alleging the Pure is the lightest tyre of its kind. There's no doubting the quick and stress-free warm-up of this rubber. Within a few corners, a knee was scuffing the surface and life was good. Maybe the marketing is right...

The Pure has been thoroughly tested by the Fast Bikes wrecking crew on the road, but it certainly ain't a track tyre. Although outright grip remains constant during lengthy stints, the initial grip is relatively poor. The front struggled with faster turns, with a mass of hesitancy on the edge. The rear was struggling with the BMW's massive 200bhp and particularly mid-lean on the gas. It's no surprise the Pure was

the slowest against the stopwatch. The super-light construction of the Power Pure aids riding on the road and tighter sections on the track where you see less committed speeds. Here, it speeds up the steering with a lovely change of direction. But the soft sidewall can be doubled over in human hands, and the front tyre could do with some more support – it's almost as if the construction is too thin and the weight-saving materials aren't up for track action.

The Pures also don't respond to trail braking at all, cautiously (read bloody slowly) tipping into corners, otherwise turn-in is precise and predictable, gently rolling onto the shoulder.

There were vibes that weren't felt with any other tyre, resulting in pins and needles. Awesome on the Queen's highways, the Power Pure isn't recommended for trackdays.



**PRICE**  
£99 FRONT, £129/£130 REAR  
**CONTACT**  
WWW.MICHELIN.CO.UK



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Rear: 6.04kg (190-section)

**Time**  
Tuesday 12.20/1.55pm

**Temperatures**  
Ambient: 20  
Track: 22

**Pressures**  
Front: 31psi  
Rear: 29psi  
Hot Rear: 36psi

**Tyre Temperature**  
Front (right/left): 56/55  
Rear (right/left): 92/75

**Stiffness**  
Front: 60 Shore A  
Rear: 56 Shore A



The Power Pure divided opinion like no other tyre on test

RIDER	SCORE OUT OF TEN	TEST	BMW S 1000 RR ALASTAIR 'A-FORCE' FAGAN	SCORE OUT OF TEN	KAWASAKI ZX-6R SIMON 'ROOTSY' ROOTS
WARM UP	9		ONE OF THE BEST IN BRAND-NEW STATE AND FROM COLD. FEELS NATURAL INSTANTLY.	8	FEELS LIKE THERE'S LOTS OF GRIP FROM THE OUTSET. CAN SAFELY EXPLORE THE EDGES.
TURN IN	6		SLOW BUT NEUTRAL BALANCE. LIGHTWEIGHT CONSTRUCTION REALLY HELPS IN FLIP-FLOP.	8	NOT TOO FAST, NOT TOO SLOW. JUST RIGHT, AND IT FEELS HAPPY, ESPECIALLY AT TURN ONE.
SIDE GRIP	6		FRONT FOLDS AS SOON AS COMMITTED CORNERING HAPPENS. LOADS OF WARNING.	8	THERE'S LOTS OF GRIP ABOUT, FRONT AND REAR ALSO WORK WELL TOGETHER. VERY PLANTED.
ACCELERATION GRIP	5		REALLY PROTESTED WITH 190BHP TRYING TO ESCAPE. LACKS GRIP IN ALL AREAS OF TYRE.	8	SOLID PERFORMANCE. NOT AMAZING, BUT CERTAINLY ENOUGH THERE TO AMUSE.
BRAKING STABILITY	7		BIKE VERY HESITANT TO TURN ON BRAKES, BUT STABLE DESPITE LIGHTWEIGHT CARCASS.	7	NOT TOO HAPPY TRAIL BRAKING, SO HAVE TO GET EVERYTHING SLOWED WITH IT STOOD UP.
CONSISTENCY	9		15 LAPS OF HARD RIDING BARELY CHANGED A THING. KNEW EXACTLY WHAT YOU'RE DOING.	8	REAR STARTED TO SQUIRM A LITTLE AS THEY GOT HOT, THE FRONT SEEMED CONTENT ENOUGH.
HEAT CYCLE	8		NO CHANGES AND PLENTY OF LAPS LEFT IN EITHER TYRE. LOOKED BRAND-NEW.	8	LOADS OF LIFE LEFT IN IT AT THE END OF THE SECOND SESSION. VERY MANAGEABLE.
OVERALL	7		ON THE RIGHT BIKE, IN THE RIGHT PLACE, IT'S A VERY GOOD TYRE. NOT TRACK RUBBER.	8	IMPRESSED WITH THIS, GOOD GRIP, GOOD LEAN AND GOOD SPEED. MAN UP, AL!

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
TYRE/BIKE	MINS	MPH	SECONDS	FORCE (g)	SECONDS	SECONDS	DEGREES	DEGREES	MPH	SECONDS
MICHELIN POWER PURE										
BMW S 1000 RR	1:23.916	153.39	4.125	0.84	15.250	14.501	43.4	47.0	41.25	9.688
KAWASAKI ZX-6R	1:24.394	127.95	5.422	0.73	14.438	15.125	44.8	44.1	36.69	8.937

