



Continental

**Available sizes**  
120/70ZR17  
160/60ZR17  
180/55ZR17  
190/50ZR17  
190/55ZR17

**Weight**  
Front: 4.10kg  
Rear: 6.95kg (190-section)

**Time**  
Wednesday 11.15am/12.10pm

**Temperatures**  
Ambient: 20  
Track: 24

**Pressures**  
Front: 30psi  
Rear: 33psi  
Hot Rear: 38psi

**Tyre Temperature**  
Front (right/left): 61/58  
Rear (right/left): 94/78

**Stiffness**  
Front: 48 Shore A  
Rear: 51 Shore A

# Continental

## RACEATTACK COMP ENDURANCE

### CONTINENTAL RACEATTACK

Continental has kept its race range rather quiet in the UK. On the, er, continent, these tyres have been used more extensively, with the firm's slicks seen in a few domestic race championships. The RaceAttack Comp Endurance may be a mouthful to say, but it does its talking more succinctly on the track. This version has a modified profile to give a larger footprint at more extreme angles, thus giving more grip and feedback. Like the SportAttack 2s, the Continuous Compound Technology means that only one compound is used, so you don't get the feeling of transition like you do on some multi-compound tyres – and the harder middle should be good for non race tyre-like miles. The zero degree steel belt is the basis of the tyre, while the tread pattern is demonstrably part of the Attack family. So construction is similar to the more road oriented tyres, but thanks to tweaks with profile, compounds and treads the tyre has been encouraged to perform at a much more extreme level. Available in a few rear sizes, including a BSS like 180/60 section.



After the surprise/shock of the SportAttack 2, we couldn't wait to razz the sportier RaceAttack. They warm up quickly, are soft in feeling and rolled into corners with modest protest. But after the preliminary laps of bedding-in, it was clear the RaceAttack wasn't as adept as the 'lesser' rubber in the family.

We had very poor grip levels in general from rear, constantly spinning in all areas from the start, and I had to pick up the Beemer and shoot out of a turn, adjusting lines to suit the tyre. Also disappointing was the inconsistency of the slides and carcass movement, varying in how the rear stepped out. There were one or two moments when I questioned how I'd get back to the pits.

The front tyre feels soft and grippy, distorting a footprint into the surface. The softness just brings confidence to push the front-end, although braking was hazy with the lever trailed and the BMW fork

“The front tyre felt soft and grippy, distorting a footprint into the surface. The softness brings confidence”

pumped in protest as grip descended. Despite the softness of the front, the RaceAttacks steer nicely on the throttle, pulling the bike around faster corners. Loading the front on slower corners, the Contis struggled to make it around tighter sections, running wide and generally proving to be harder work. If it was a blind test, I honestly couldn't tell the difference between this and the Avon Xtreme. There's lots of movement and feel on the limit, but ultimately, the Race Attack laboured and didn't go much faster than the SportAttack. The second session, initially, felt better as the tyres cooled, but grip completely vanished after a few laps. And just like the Avons, the Contis didn't like heat. With the potential shown in the SportAttacks, we're expecting a big future for Conti as and when the next version of this tyre is released.



I came back in after my two sessions on these Contis not really enjoying them, but after we ploughed through the data it was clear that they produce results.

After a decent warm-up period, my main gripe was that I felt I couldn't pull the Continentals in as tight as I liked – and certainly not as tight as with their rivals. The long bottom right hand corner was a case in point, as the ZX-6R subtly drifted wider and wider from the apex. Of course, you can counter this with more lean (or, unthinkably, less speed), but I was already down to the peg – one of the only tyres where I had to do this to get the turning I desired. The peg dug in too deep once, giving me my biggest moment of the three days as the suspension unweighted. True, this isn't a direct result of the tyre, but it certainly plays its part. The complex, too, was hard work, and the



drive out of the last right almost took me onto the grass on exit on more than one occasion where the front just couldn't keep up with its duties. Like with the Sport Attacks IIs, braking wasn't a forte, and I had to get everything done well in advance of the corner so the rear wouldn't kick off a bump.

The rear offers more consistent performance, and stacks of grip. At the edge of the tyre there's not quite enough to start taking the piss, but get it off the shoulder and you can really drive hard – belting out of the last turn exploited this. And the good thing is that grip remained constant, offering the same at the end of my second session as it did in the first. Some more tailored set-up would help to take advantage of the rear grip, while getting it to steer at the same time. I don't think I'd choose them over the more positive feelings of its rivals, but they are more than capable of putting in a time.

“ The drive out of the last right almost took me onto the grass on exit a few times ”



**PRICE**  
£92 FRONT, £123/£131 REAR  
**CONTACT**  
WWW.CONTI-BIKE.CO.UK

*Every used tyre tells a story – this one told us it loved its punishment*

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#### Weight

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#### Time

Wednesday  
11:15am/12:10pm

#### Temperatures

Ambient: 24  
Track: 20

#### Pressures

Front: 33psi  
Rear: 30psi  
Hot Rear: 38psi

#### Tyre Temperature

Front (right/left): 57/51  
Rear (right/left): 92/64

#### Stiffness

Front: 48 Shore A  
Rear: 51 Shore A

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RACEATTACK COMP ENDURANCE

TEST	SCORE OUT OF TEN	RIDER	SCORE OUT OF TEN	RIDER
		<b>BMW S 1000 RR ALASTAIR 'A-FORCE' FAGAN</b>		<b>KAWASAKI ZX-6R SIMON 'ROOTSY' ROOTS</b>
WARM UP	7	SOFT, SUPPLE AND EASY ON THE BEEMER. TOOK A LAP FOR KNEEDOWN.	6	IT TOOK A LAP AND A HALF TO GET COMFORTABLE, THE TRACTION CONTROL SKIN WASN'T MUCH HELP.
TURN IN	6	AGGRESSIVE PROFILE HELPS LINE CHOICE BUT TRICKY IN SLOWER CORNERS AND FLIP-FLOP.	7	GREAT ON FAST CORNERS, BUT THE FAST PROFILE MADE CHANGES OF DIRECTION HARD WORK.
SIDE GRIP	5	OK FROM THE FRONT, BUT LOTS OF CARCASS MOVEMENT. VERY POOR FROM REAR.	7	GOOD, BUT WHEN YOU WANT TO PULL IT IN TIGHTER IT'S A STRUGGLE. PEGS DOWN A WORRY.
ACCELERATION GRIP	4	STRUGGLED TO HOOK UP AND GAIN TRACTION AFTER A FEW LAPS. UNPREDICTABLE TOO.	8	NOT GETTING ON GAS QUITE AS EARLY, BUT GOOD DRIVE FROM THE MEAT OF THE TYRE. NO MOMENTS.
BRAKING STABILITY	7	LOTS OF MOVEMENT FROM EITHER END BUT NOTHING TO WORRY ABOUT, ADDS FEEDBACK.	7	NOT AS STABLE AS OTHERS AT FRONT, REAR MOVING AROUND, TOO. PROFILE TOO SHARP?
CONSISTENCY	7	CONSISTENCY OF THE SLIDES WAS OK, BUT UNPREDICTABLE CARCASS MOVEMENT.	8	NO SURPRISES IN EITHER SESSION, GRIP REMAINS GOOD FROM BOTH FRONT AND REAR.
HEAT CYCLE	6	OK FOR A FEW LAPS BEFORE HEAT RUINED GRIP AGAIN. COULD LOWER PRESSURES.	7	I MADE A FEW MISTAKES, YOU HAVE TO BE COMMITTED AND ACCURATE ON THESE TYRES.
OVERALL	6	DOES WHAT'S NEEDED BUT NOT A LOT MORE. DISAPPOINTING AFTER SPORTATTACK 2	7	CERTAINLY DOES THE BUSINESS, BUT NOT TOTALLY HAPPY WITH THE SENSATIONS IT PRODUCES.

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
CONTINENTAL RACE ATTACK										
BMW S 1000 RR	1:21.061	152.85	4.150	0.60	14.250	14.132	42.6	43.4	41.5	8.688
KAWASAKI ZX-6R	1:23.876	132.32	4.375	1.02	14.687	14.688	42.8	43.1	44.3	8.188

