

Michelin

POWER CUP B

Available sizes

120/70ZR17
160/60ZR17
180/55ZR17
190/50ZR17
190/55ZR17
200/55ZR17

Weight

Front: 4.71kg
Rear: 5.36kg (180-section)

Time

Tuesday 3.50/4.30pm

Temperatures

Ambient: 24
Track: 27

Pressures

Front: 31psi
Rear: 26psi
Hot Rear: 32psi

Tyre Temperature

Front (right/left): 66/63
Rear (right/left): 96/76

Stiffness

Front: 44 Shore A
Rear: 47 Shore A



MICHELIN POWER CUP

Replacing the successful Power One, Michelin's track specific tyre, the Power Cup, looks the same as its predecessor thanks to the familiar tread pattern. 95 per cent of the tyre is slick. Of course, the Power Cup is slick at the shoulder, but is also slick in the centre to provide maximum traction. The front uses a more open belt ply angle that allows a more rigid carcass to give the tyre more stability under heavy braking. The rear, on the other hand, has been designed to have a more flexible carcass to increase contact patch and grip levels. The Power Cup uses 2CT technology, but uses non aromatic oil in the compound with 100 per cent carbon black to improve dry grip. There are three compounds available, A, B and C. At the front, the softer compound is 37.5 per cent of the profile, and at the rear this figure is 35 per cent. Two front and four rear sizes are available. This is the tyre that is used in the eponymous race series run in the UK.



So the Power Cup scored my fastest time, therefore making it the best tyre on test, right? Well, yes and no. It's true that the Power Cups offer more grip than I could possibly dare exploit, but I wouldn't have stuck any money on them coming out top on the times.

Saying that, however, there's not much to complain about. They warm up really easily and are ready to go from about half a lap. Mid corner, there's loads of feel from the front, but before you get to this point the Michelin is eager to get into a turn. But there's a discernible trait of them wanting to push, felt in the fast first turn and then going out onto the back straight. This could be down to the enormous amount of grip from the rear swamping the shock, but I had a slight roll off coming onto the back straight on more than one occasion – although the gutsy wind was also at play here.

“ There was loads of lean left in the tyre, with big chicken strips showing what's left ”

Initial turn-in is quick and easy thanks to the sharp profile, and the Cups got the bike from one side to the other very efficiently – impressive given the profile. There was loads of lean left in the tyres, with some big chicken strips at the front showing what was left were it not for the fact the hero blobs prevented any larger angles – it was still enough to get me through the complex as quick as I'd been. I didn't have to compromise braking at any point, and the ZX-6R was rock solid upright, and happy with the brakes on hard while lent over.

The rear is epic, with so much drive available at the exit. It topped exit times out of our second timing point. I felt the throttle was on the stop earlier than any other bike, and it felt easy and natural doing this. Only at the end of each session did the rear move minutely, and even then it nearly came with a telegram such was the warning.

Both sessions felt easy and I was riding very comfortably and not fighting the bike at all. It's always the easy laps that score the lowest times...



Of all the tyres on test, the Power Cups looked the most battered after their two sessions





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120/70ZR17
160/60ZR17
180/55ZR17
190/50ZR17
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200/55ZR17

Weight
Front: 4.71kg
Rear: 6.04kg (190-section)

Time
Tuesday 3.50/4.30pm

Temperatures
Ambient: 24
Track: 27

Pressures
Front: 31psi
Rear: 26psi
Hot Rear: 33psi

Tyre Temperature
Front (right/left): 69/67
Rear (right/left): 99/82

Stiffness
Front: 46 Shore A
Rear: 45 Shore A

Michelin
POWER CUP B

Named after the race series, and another surprise of the test, the Power Cup is one of the best to reach optimum temperature, especially considering it's an out-and-out race tyre. Everything about these Michelins is softy McSoft. Off the rim you can bend the tyre into a U shape with little effort. It had the Dunlop technician puzzled as to how they make a tyre work with such sidewall suppleness. The Power Cup front hoop was the first to go off and lose grip on test, with some slip and grip movement reminiscent of the old Michelin two-step many a racer felt. In fact, the front went off before the rear did. After just 10 laps, the BMW was running wide off the throttle and shimmying across the track.



and the Cups looked like the most worked out of all the tyres tested. I made more mistakes on the Power Cup than any other tyre during my second session, but despite the longevity and consistency issues, initial grip and ability is amazing. The grip was there for the whole of the lap, not compromising any areas at Mireval. The Cups didn't run wide on the gas like some, with a lovely mix of spin and drive that pulled the bike around a turn. Second to the Dunlops, the Power Cups are very predictable from apex to upright during acceleration, but only for a handful of laps. Slides were still progressive with ample warning and feedback. The front has a sharp, racy profile, but coupled with the rear, steering is far more neutral and it doesn't escape to its ear like Metzellers and Pirellis. If you're not fussed about longevity, you could do a lot worse than Power Cups for your trackdays.



⬆️ The front tyre was the first on test to go off and lose grip, even before the rear ⬇️

PRICE
£119 FRONT, £155/£155 REAR

CONTACT
WWW.MICHELIN.CO.UK



When it comes to tyres, not all data can be logged using zeroes and ones

RIDER	SCORE OUT OF TEN	TEST	BMW S 1000 RR ALASTAIR 'A-FORCE' FAGAN	SCORE OUT OF TEN	TEST	KAWASAKI ZX-6R SIMON 'ROOTSY' ROOTS
	8	WARM UP	SOFTNESS GENERATES HEAT. BLOODY QUICK TO ROLL INTO CORNERS FOR A RACE TYRE.	8	WARM UP	EVEN WARM-UP BOTH SIDES, NO SURPRISES, QUICK TO ALLOW DECENT LEAN ANGLES.
	9	TURN IN	REAR BALANCES THE FRONT'S SHARP PROFILE. QUICK STEERING BUT MANAGEABLE.	9	TURN IN	PROFILE ALLOWS EASY TURN-IN, LOVELY OFF THE BRAKES AND INTO BOTTOM LEFT HAND TURN.
	9	SIDE GRIP	INSANE LEVELS OF GRIP ALLOWED THE BMW TO WANDER AROUND THE CIRCUIT MORE.	8	SIDE GRIP	SOME SLIGHT PUSHES FROM THE FRONT, ESPECIALLY IN TURN ONE. LOTS OF FEEL.
	9	ACCELERATION GRIP	APEX TO EXIT, GOOD MIX OF SPIN AND DRIVE. HELPS THE BIKE TURN IN FASTER TURNS.	9	ACCELERATION GRIP	ON THE REV LIMITER TO LAST LEFT AFTER GETTING ON GAS SO HARD AND SO EARLY. OODLES OF IT.
	8	BRAKING STABILITY	SUPER-SOFT SIDEWALL HINDERS SLIGHTLY WITH EXCESS CARCASS MOVEMENT.	8	BRAKING STABILITY	NO BIG ISSUES, IT JUST DIDN'T GENERATE AS MUCH CONFIDENCE AS OTHERS.
	6	CONSISTENCY	QUALIFYING-SPEC RUBBER. YOU'LL ONLY GET ONE SESSION AT A TRACKDAY. BIG WALLET?	9	CONSISTENCY	TYRE LOOKED BADGERED AFTER FIRST SESSION, BUT DIDN'T FEEL LIKE IT HAD BEEN ABUSED.
	7	HEAT CYCLE	THE FRONT WAS WELL AND TRULY BADGERED DURING THE SECOND SESSION, TUCKING.	8	HEAT CYCLE	STARTED TO PROTEST BY THE END OF THE SECOND SESSION. ANNOUNCED ITS SLIDES IN ADVANCE.
	9	OVERALL	A TYRE THAT LOOKS LIKE THE MICHELIN AFTER ONE SESSION MAKES YOU FEEL GOOD.	9	OVERALL	WOULD HAVE BEEN AN 8 ON COMMENTS ALONE, BUT I CAN'T IGNORE THAT LAP TIME.

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
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BMW S 1000 RR	1:21.630	154.84	5.625	0.93	14.312	14.188	44.2	40.2	42.71	9.422
KAWASAKI ZX-6R	1:23.168	132.24	4.318	0.79	13.875	13.937	45.8	44.2	40.95	8.652

