POWER CUP B

Available sizes 120/70ZR17 160/60ZR17 80/55ZR1 190/50ZR17 190/557R17 200/557R1

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: 32ns

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

Stiffness Rear: 47 Shore A









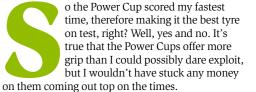
Michelin

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.



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...



amed 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.

The tread was down to the wear level at the rear,

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 Metzelers and Pirellis. If you're not fussed about longevity, you could do a lot worse than Power Cups for your trackdays.



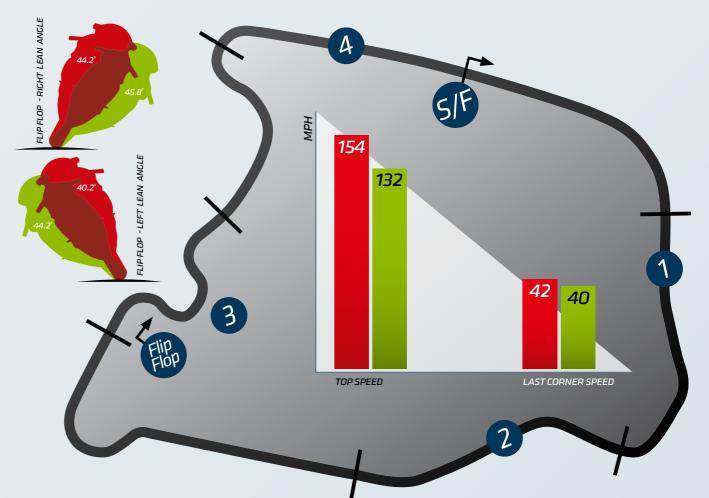
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The front tyre was the first on test to go off and lose grip, even before the rear



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

TEST TYRE/BIKE	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
MICHELIN POWER CUP B	MINS	МРН	SECONDS	FORCE (g)	SECONDS	SECONDS	DEGREES	DEGREES	МРН	SECONDS
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



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