

Pirelli

DIABLO SUPERCORSA SC2



Available sizes

110/70ZR17
120/70ZR17
150/60ZR17
160/60ZR17
180/55ZR17
180/60ZR17
190/55ZR17
200/55ZR17

Weight

Front: 3.95kg
Rear: 6.26kg (190-section)

Time

Tuesday 2.30/3.10pm

Temperatures

Ambient: 24
Track: 30

Pressures

Front: 31psi
Rear: 28psi
Hot Rear: 36psi

Tyre Temperature

Front (right/left): 63/58
Rear (right/left): 95/75

Stiffness

Front: 46 Shore A
Rear: 46 Shore A



The Supercorsa SC2 is regarded, worldwide, as the default race and trackday tyre for the masses, facilitated by the WSB's and other one-make tyre championships – the new 17-inch rules for 2012 will mean a better end result for me and you. The SC2 is already a belter.

Pirelli bought Metzeler a few years ago, so it's no wonder the two race variants feel the same. Meant for warmers, the SC2 isn't bad back-to-back with the road-spec K3 Racetec. There's a mass of hesitation entering corners initially but you know where the limits are during the opening laps.

It doesn't take long for its ultimate ability to shine. As with the Racetec K2, the front tyre is unbelievably epic, with slick-like performance. The relentless grip brings confidence to shove the bike into turns and is one of very few tyres that allows utter assurance to scrub off speed using the front

⏏ The SC2 is one of very few tyres that allows you to scrub off speed with the front ⏏

off the throttle. It's stable with it, too, tolerating line changes and choppy throttle action.

As with any Pirelli, the rear's grip is good for several laps before dipping quickly. When the grip's there, you'll have the ultimate thrills. There's control and the ability to revive rear wheel to throttle connection, with utter stability when right on the shoulder.

After the five laps of euphoria, as long as the SC2 is on the fat part of the tyre, you can get on the gas as soon and as hard as required. It lacks the ultimate apex-to-exit drivability of some, but picking the bike up with ease helps, and with the flex and soft carcass, feedback is never an issue.

The SC2's steering turn-in ability is hard to beat, and like the Racetec family, the BMW was lighter on its wheels. There's pace aplomb and you can put the front end anywhere on the track, suiting a number of different riding styles. You're the limit on the road bike. Figuring out how to avoid ground clearance issues is the only distraction.

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Here's a tyre that's been bred for production racing – specifically for supersport and superstock racing at world level. The Super Corsa SC has variable geometry to increase the contact patch area for improved levels of feedback. The carcass has been built with differing density between the centre and the shoulder to give a linearity in movement on the tyres, enabling it to hold a line better.

Compounds have been developed in the WSB arena. The zero degree belt is obviously a key Pirelli trait, using steel to produce high rigidity. The shoulder area is designed to maximize the width and length of the contact patch, and the high performance polymers provide high mechanical stability and improved longevity with high thermal stability, easily dealing with the debilitating effects of heat build up. In essence, this is a tyre that's been designed to start the straight sooner and end it later. Given its sporting remit, it's available in a wide range of sizes, right up to a 200-section rear to sling on a Panigale.

I’ve written all sorts of euphoric notes about these tyres, espousing their feeling and control – and then I looked at the lap times and scratched my head. It seems like the opposite to the Continental RaceAttacks, and where I had to fight with them, the Pirellis seemed to come to me. Maybe I subliminally like a challenge. There’s also the fact the wind was shocking. Gusting down the hill, it upset the entry onto the back straight and threatened to take my front wheel away on more than one occasion.

Excuses over, there’s nothing I don’t like about these tyres. They warm-up and are ready to go hard with just a lap under their belt – as plenty of racers can attest to. They steer so fast that you have to adjust your riding style to suit. I don’t lean as much as some, but even I was scraping stuff with these on. With the fantastic feeling from the

front, where it grips and goes wherever you want it to, you can concentrate on getting the most from the rear. I was getting on the power earlier out of turn one, with the wind shooting me down to the second turn with a vengeance.



The rear offers so much grip. Combined with the way the front sits up so quickly, you get it onto the fat part of the tyre and gas as hard as you dare, knowing that there’s almost no chance of any consternation – at least with my throttle hand. I was able to squirt some more speed in between the last left and the final corner and still be able to make my entry.

I felt properly on it on these tyres, I had a great couple of sessions and felt I was braking later and getting on the gas earlier, so the laptime is a mystery to me. I found that the bike and my bravery were becoming the limit, with the tyres able to take everything that was thrown at them.



PRICE
£135 FRONT, £159/£169 REAR
CONTACT
WWW.PIRELLI.COM

You get it onto the fat part of the Supercorsa and gas as hard as you dare

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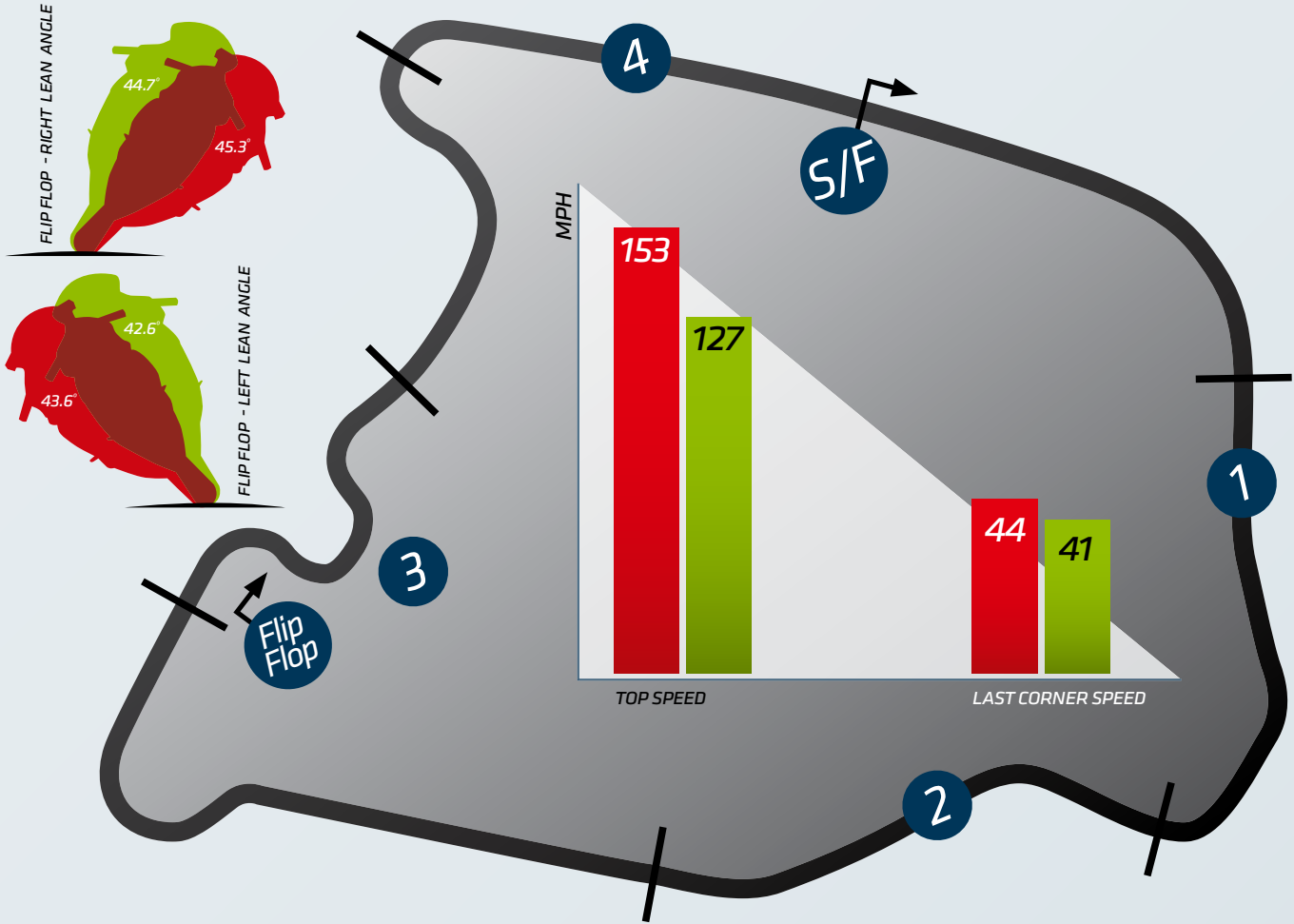
Time
Tuesday 2.30/3.10pm

Tyre Temperature
Front (right/left): 58/56
Rear (right/left): 89/70

Stiffness
Front: 46 Shore A
Rear: 46 Shore A



TEST	RIDER	SCORE OUT OF TEN	BMW S 1000 RR ALASTAIR 'A-FORCE' FAGAN	SCORE OUT OF TEN	KAWASAKI ZX-6R SIMON 'ROOTSY' ROOTS
WARM UP		6	BETTER THAN K2, MAYBE TRACK TEMP? STILL WOULDN'T WANT THEM ON THE ROADS.	8	GREAT FEELINGS ALMOST FROM THE OFF. NOTHING JUMPS OUT AT YOU, NICE AND CONSTANT.
TURN IN		10	UNRIVALLED. SUPER PACE IS CONTROLLED BY STABILITY, PUT THE BIKE WHERE YOU WANT.	9	SINKS INTO A TURN WITH REAL PANACHE. CREATES BIGGER ARCS IN THE COMPLEX, LOAD IT UP!
SIDE GRIP		9	AS LONG AS THERE'S NOT TOO MUCH THROTTLE APPLIED, GRIP AND RIP, BABY.	9	CONSISTENT, HAPPY TO LEAN, AND IT LOVES THE FIRST FEW CURVES. WIND STANDING BIKE UP.
ACCELERATION GRIP		9	FIVE LAPS OF THROTTLE JOCKEYING, THEN PICK THE BIKE UP - DANI PEDROSA STYLE.	9	PROFILE GETS YOU STOOD UP EARLY, SO YOU DRIVE NICE AND EARLY WITH MASSES OF GRIP.
BRAKING STABILITY		9	SOFTNESS NEVER INTRUDES. TRAIL BRAKING GOD. HAPPY TO STEER ON THE ANCHORS.	8	DEALS WITH SOME BIG SPEED WITH THE WIND BEHIND ME. NO ISSUES, PERFECTLY HAPPY.
CONSISTENCY		8	REAR GRIP COULD LAST LONGER, BUT CONSISTENCY OF SLIDES IS MANAGEABLE.	9	HARDLY A SQUEAK THROUGHOUT THE SESSION, SO CONSISTENT AT SUCH A HIGH LEVEL.
HEAT CYCLE		9	COOLING OFF DIDN'T AFFECT THEM. AFTER GRIP GOES, EVERYTHING REMAINS CONSTANT.	9	BY THE END OF THE SECOND SESSION LIMITS STARTED TO BE MET, BUT IT TAKES SOME DOING.
OVERALL		9	IGNORE THE LAP TIME, RUINED BY BMW'S SHONKY BRAKES. STILL ONE OF THE BEST.	9	LAP TIMES MAY NOT SHOW IT, BUT I LOVED THESE TYRES. FRONT AND REAR COMBINATION IS ACE.



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	1:20.732	152.34	4.064	0.83	14.522	14.123	44.5	43.6	44.97	8.938
KAWASAKI ZX-6R	1:25.542	132.32	4.501	0.84	15.125	14.937	46.1	42.6	41.31	8.752