



# The new ContiSportContact 2

## TYRE REVIEW

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*Text by* DR ANDRE LAM

*Abstract from* SINGAPORE MOTOR SPORT

DO IT WITH GERMAN ENGINEERING **Continental** 



# Continental



## The new ContiSportContact 2

Test Tyres Courtesy of STAMFORD TYRES INTERNATIONAL  
Mounting Service by Courtesy of STAMFORD TYRES INTERNATIONAL LIMITED

### APPEARANCE

The new look CSCS2 is akin to the grooved F1 tyres. If you just ignore the shallow siping and lateral channels, the tread pattern is exceedingly simple. The pattern is reminiscent of the Yokohama A008 of 10 years ago which featured broad bands of tread on the outside and with blocks on the innermost side. Problem then was water drainage. Today the CSC2 addresses the drainage problem with relatively broad and deep grooves and breaking the outer band with a groove. The tyre is very lightweight like the P-Zeros and has a flexible sidewall. The tread compound seems softer than usual.

### DRY PERFORMANCE

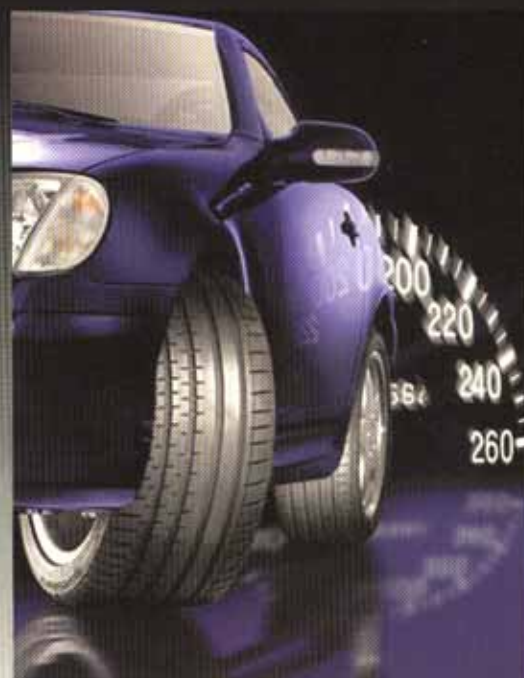
Right out of the wrappers the CSC2 felt a little waxy. They did settle down quickly after 300 kms although some 500 kms passed before serious testing began. The most noticeable feature is the steering feel, lending a meaty and positive feel to the test car's steering.

Of course the extra width did play a part in this as the tyres are slightly wider at 225mm Vs the usual 215mm. Then the ride comfort was noticeably good but more on that later.

In dry condition, the previous CSC felt wonderful and positive. It is the same here with more grip thrown in. The grip levels don't seem to be Azenis 1 level but they have a far more progressive feel with a gentle character. This is not to say it is less accurate as the handling response is very positive indeed. Of course mindful that the tyre is slightly wider than usual, the grip levels were more than satisfyingly high.

The CSC2 lent more undertseer to the balance of the car and hence feeling more secure and stable. The excellent grip held both ends down to very high limits. Pushed very hard the CSC2 progressively drifted without abruptness. The tail could be edged out but at a much higher level. The best part is how muted the tyres remained when abused. Although they had a muted howl it still allowed quick cornering without attracting undue attention. In this day and age of self-righteousness of our citizens, it is a clear boon to enthusiasts who would otherwise be branded anti-social because of squealing rubber.

With continuous bands of tread, it would be surprising if the braking and wheelspin resistance are not excellent. The CSC2 stops with tenacity and is impressive in emergency stops. In a straight line the CSC2 does not tend to tramline and keeps a positive, constant track of the road ahead making this a natural candidate for those who make many long distance trips.



**Scrub-In Period :**

300 kms

**Steering :**

9/10, Superbly positive

**Lateral Grip :**

8/10, Excellent cornering grip

**Handling :**

7.5/10, Understeery but near excellent

**Longitudinal Grip :**

9/10, Eye popping performance

## WET PERFORMANCE

The Achilles heel of the "original CSC" was its wet weather performance. At low speeds the tyres would break out in a drift and depending on speed, or surface condition, the breakaway could be gradual or sudden but never predictable except that it would happen. The CSC2 happily addresses this and how! The grip is now excellent in corners never breaking away suddenly. The tendency to understeer is there but the breakaway is progressive. The grip level is very high now and some serious speed can be carried through wet corners.

As expected wet braking is excellent thanks to the grooved tread as is wheelspin resistance. Aquaplaning resistance is not usually associated with this grooved designs like the A008 and MXX3 but Conti has made the grooves of sufficient size to drain water at least when new. Although driven with trepidation the CSC2 proved to be resistant to skimming on water though that is not a passport to go ballistic in the rain.

## COMFORT & NOISE

Surprisingly it scores very well here. Considering its size, it is comfortable and has a cushioned step over broken tarmac like the P-Zeros. This could be in part, flexible softwall construction or the low weight of the tyres, 2-3 kg less than normal per tyre and that is a lot. The continuous grooved design is also quiet and there are no breaks to generate a beat. The soft sidewall also effectively damps out the road-tyre vibrations.

## MEASURED PERFORMANCE

Dry Cornering : 0.95g

Wet Cornering : 0.76g

Dry Braking : 1.00g

Wet Braking : 0.79g

### Steering :

8/10, It looses a bit of feel but still excellent

### Lateral Grip :

7/10, Very good

### Handling :

7/10, Understeer, stable

### Longitudinal Grip :

8/10, Excellent



**Continental**  
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### Ride: Comfort :

6/10, Good for a high performance tyre

### Noise :

66 dBA @ 70 km/h coast-down

**IN LOVE YOU HAVE TO TAKE SOME THINGS  
MORE SERIOUSLY THAN OTHERS.**

The new ContiSportContact 2.

## COMMENTS

An excellent, repeatable set of figures. Not sensitive to varying surface conditions.

## CONCLUSION

What a comeback. From being reluctant to test a set of Contis to wanting to keep these for reference tyres says something to the German tyre manufacturer. It may have been late to shake off its lethargy during the onslaught of the Japanese tyres, the CSC2 restores faith that Conti is a top-notch contender. Expect to see these tyres as OE on some high performance cars soon. The improvements in wet weather handling is the best part as is the surprising ride comfort for what is a high performance tyre. We hope this trend will ramify through its entire tyre range. We also hear there is a possibility there is a specialized CSC2 for the hard core enthusiast. This seems to be the trend among tyre manufacturers, softening up their high performance tyres for general consumption and providing a "type-R" kind of variant for the serious drivers. Nonetheless, kudos to Conti for the improved CSC2 but it does come at a premium. Clearly Level A Plus stuff. D=8.5, W=8, C=6. Recommended.



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*A Bionic Contour and  
Bionic Compound Technology*

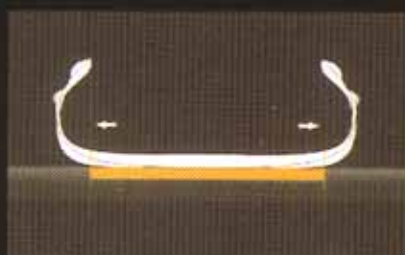
The new ContiSportContact 2 tyre has arrived!

This new tyre introduces the element of maximum precision. Its distinct tread pattern design and special advanced Mold Concept contour ensure an extremely precise steering response, excellent cornering stability and outstanding braking performance.

Plus the use of innovative silica tread compound, which gives the ContiSportContact 2 very good grip in the wet.



The closed outer shoulder of the ContiSportContact 2 and the powerful continuous ribs provide an extremely precise steering response both in bends and on the straight, combined with exceptionally good cornering stability



The AMC contour gives the ContiSportContact 2 more even ground pressure distribution and improved grip compared with its predecessor. The tyre also achieves the largest possible ground contact patch during braking, thus shortening the braking distance

### Dimension.

Series	Sizes
60	235/60 R 16 Y*
55	205/55 R 16 W 235/55 R 17 Y XL*
50	205/50 ZR 17 N2 205/50 R 17 W 235/50 R 18 Y XL 245/50 R 18 W*
45	225/45 R 17 Y 235/45 R 17 Y 245/45 R 17 W* 235/45 ZR 18 W XL 245/45 R 18 W XL* 255/45 R 18 Y XL 245/45 R 19 W*
40	245/40 R 17 Y 255/40 ZR 17 255/40 ZR 17 N2 225/40 ZR 18 XL 225/40 ZR 18 225/40 ZR 18 N2 235/40 ZR 18 Y XL 255/40 ZR 19 275/40 R 19 W* 245/40 ZR 20 245/40 R 20 W*
35	225/35 ZR 18 XL 255/35 ZR 18 XL 265/35 ZR 18 265/35 ZR 18 N2 235/35 ZR 19 XL 285/35 ZR 19 275/35 ZR 20 275/35 R 20 W*
30	285/30 ZR 18 N2 295/30 ZR 18 N2 265/30 ZR 19 XL

\* = in preparation  
 ZR = over 240 km/h  
 W = up to 270 km/h  
 Y = up to 300 km/h  
 XL = Extra Load  
 N2 = Porsche version



# STAMFORD TYRES

**STAMFORD TYRES INTERNATIONAL PTE LTD.**  
 19 Lok Yang Way, Jurong, Singapore 628635  
 Tel: (65) 262 3355 Fax: (65) 262 1494  
 email: enquiries@stamfordtyres.com.sg  
 http://www.stamfordtyres.com.sg