



Sport tyre test

May 08

Conti SportAttack

Bridgestone BT 16

Dunlop Qualifier RR

Metzeler Sportec M3

Michelin Pilot Power 2CT

Pirelli Diablo Rosso



CONTI SPORT ATTACK

■ Cold running behaviour	★★★★★
■ Handling	★★★★★
■ Precision	★★★★★
■ Feedback	★★★★★
■ Straight line stability	★★★★☆
■ Cornering stability	★★★★★
■ Braking stability	★★★★★
■ Tendency to stand up on braking	★★★★☆
■ Tendency to stand on throttle	★★★★☆
■ Grip	★★★★☆
■ Measurements	
■ Width front/rear (mm)	120/190
■ Width front/rear (gram)	4130/6390
■ Max. lateral acceleration (m/s ²)	11,98
■ Max. lateral braking rate (m/s ²)	12,61
■ Lap -/ Sectiontime (min)	1:31,51/40,4

46 Wow, the first meters make you smile already, as the Sport Attack gives a really safe feel even in cold conditions. And it's getting better: the longer the run, the better the tyre. Not a hint of unease while cornering, with front and rear tyres working together fantastically up to really deep leanangles. Anyway, very light handling while cornering-in, not too nervous and very stable, just like plain sailing on the brake, this is the Sport Attack. Hard braking? Absolutely stable, precise and resistant against impacts. The power of a 1000cc bike and the Sport Attack run together in great harmony, just really wide open throttle out of corners shows the limit in an easily manageable way. But this only happens in a range which is rather impossible to reach on normal roads. Even with that, the great tyre is the test winner.



BRIDGESTONE BT-016

■ Cold running behaviour	★★★★☆
■ Handling	★★★★☆
■ Precision	★★★★☆
■ Feedback	★★★★☆
■ Straight line stability	★★★★☆
■ Cornering stability	★★★★★
■ Braking stability	★★★★★
■ Tendency to stand up on braking	★★★★★
■ Tendency to stand on throttle	★★★★★
■ Grip	★★★★★
■ Measurements	
■ Width front/rear (mm)	119/193
■ Width front/rear (gram)	4100/6470
■ Max. lateral acceleration (m/s ²)	12,45
■ Max. lateral braking rate (m/s ²)	12,43
■ Lap -/ Sectiontime (min)	1:30,78/40,1

46 Almost the winner. Why? Its only weak point was that although the new Bridgestone BT 16 performed well from cold for this type of fast tyre, it just didn't perform as well as the Sport Attack or the Pilot Power. After all, cold running or even cool running is part of everyday riding – so points had to be deducted. But in return this tyre is a great performer. From the zero-degrees technology to the three rubber compounds at the front or the five at the rear: The BT 16 exalts thanks to its excellent grip with unbeatable feedback and incredible manners, subjectively but also recorded. The BT 16 is the fastest tyre here, doesn't pose questions but has an answer for everything. Hats off!



DUNLOP QUALIFIER RR

■ Cold running behaviour	★★★☆☆
■ Handling	★★★☆☆
■ Precision	★★★☆☆
■ Feedback	★★★☆☆
■ Straight line stability	★★★☆☆
■ Cornering stability	★★★☆☆
■ Braking stability	★★★☆☆
■ Tendency to stand up on braking	★★★☆☆
■ Tendency to stand on throttle	★★★☆☆
■ Grip	★★★☆☆
■ Measurements	
■ Width front/rear (mm)	119/188
■ Width front/rear (gram)	4300/5870
■ Max. lateral acceleration (m/s ²)	12,39
■ Max. lateral braking rate (m/s ²)	12,85
■ Lap -/ Sectiontime (min)	1:31,40/40,0

32 Last year's winner, this year's problem child: In cold, new condition the Qualifier failed to impress, surprising us with one heavy fall and several unexpected slides. It has to be run in and warmed up carefully. After a couple of laps, the rear tyre ran extremely hot. Results improved when the rear tyre pressure was reduced to 2.1 bar, but even then it felt nervous and jittery at a quick road pass. Then the big surprise: over a certain pace, the tyre suddenly performed sharply and became quick. In the field, the Qualifier behaved the most like a racing tyre, requiring pressure and a quick pace but could then compete with the best, as the recorded times show. It didn't entirely demonstrate the relaxed composure of its fast competitors. It is a tyre for aggressive riders.



METZELER SPORTEC M3

■ Cold running behaviour	★★★★☆
■ Handling	★★★★☆
■ Precision	★★★★☆
■ Feedback	★★★★☆
■ Straight line stability	★★★★☆
■ Cornering stability	★★★★☆
■ Braking stability	★★★★☆
■ Tendency to stand up on braking	★★★★☆
■ Tendency to stand on throttle	★★★★☆
■ Grip	★★★★☆
■ Measurements	
■ Width front/rear (mm)	118/188
■ Width front/rear (gram)	4310/6250
■ Max. lateral acceleration (m/s ²)	11,96
■ Max. lateral braking rate (m/s ²)	12,22
■ Lap -/ Sectiontime (min)	1:31,99/40,7

40 The Sportec M3 demonstrates Metzeler's extensive experience with zero-degrees sibilated tyres: The tyre bravely responds to the rider's demands, from comfortable cruising to sharp acceleration. In the last case, the rear wheel is beaten by the competition, having problems with grip on the gas in corners and also feeling mushier than the Conti or the BT16. It is probably not a bad tyre, with a wide range of use. On the road, the Metzeler runs wonderfully, but as soon as speeds become illegal, it is less exact. Respectfully, PS awards the M3 the distinction "fearless workhorse". It is a true companion, taking you wherever you want, and, when spurred, can increase its pace. What more could you want?



MICHELIN PILOT POWER 2CT

■ Cold running behaviour	★★★★★
■ Handling	★★★★★
■ Precision	★★★★★
■ Feedback	★★★★★
■ Straight line stability	★★★★★
■ Cornering stability	★★★★★
■ Braking stability	★★★★★
■ Tendency to stand up on braking	★★★★★
■ Tendency to stand on throttle	★★★★★
■ Grip	★★★★★
■ Measurements	
■ Width front/rear (mm)	118/119
■ Width front/rear (gram)	4210/594
■ Max. lateral acceleration (m/s ²)	11,
■ Max. lateral braking rate (m/s ²)	12,
■ Lap -/ Sectiontime (min)	1:32,25/40,

37 2CT has two rubber compounds: a hard and durable compound for the centre section and a soft on the flanks for grip and reserves. This is nothing special, as Bridgestone runs with three and Conti runs with continuously changing rubber. Perhaps it's simply time for a successor to the Pilot Power: it only has to have performance equal to the 2CT in everyday situations, sensational grip when cold and wet, extensive mileage, precise steering and tracking. However, bigger reserves when gaining it, would be great. The current 2CT reaches its limit at a certain speed, slips along at the rear and doesn't feel good when leaned over extremely – 2.5 bar at the rear brought an improvement, but not enough to catch up with the fastest. The 2CT remains a top everyday tyre.



PIRELLI DIABLO ROSSO

■ Cold running behaviour	★★★★★
■ Handling	★★★★★
■ Precision	★★★★★
■ Feedback	★★★★★
■ Straight line stability	★★★★★
■ Cornering stability	★★★★★
■ Braking stability	★★★★★
■ Tendency to stand up on braking	★★★★★
■ Tendency to stand on throttle	★★★★★
■ Grip	★★★★★
■ Measurements	
■ Width front/rear (mm)	120/190
■ Width front/rear (gram)	4320/6260
■ Max. lateral acceleration (m/s ²)	12,4
■ Max. lateral braking rate (m/s ²)	12,3
■ Lap -/ Sectiontime (min)	1:31,27/40,4

40 For an everyday tyre, the Diablo Rosso gives supersports performance. "The tyre needs a firm hand," according to the test report. Truth is, the Rosso needs persuasion to follow the correct line into and out of bends. If you don't treat it firmly enough, the tyre becomes imprecise; a light crack of the whip, however, and everything works. It is surprising what grip reserves the tyre can muster. It is also surprising that at slower speeds (i.e. on the road), the front tyre almost falls into corners, but at faster speeds it feels slightly unwilling. A problem? No, this is only noticed when compared to the excellent test selection. The Diablo Rosso is an incredibly speedy tyre with good qualities for everyday use.