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Special Edition for Continental

MOTORRAD

MOTORRAD

CONTINENTAL SPORT ATTACK 2

MOTORRAD writes:
"First class road performance"



SPORT TIRES with Dimensions 120/70 ZR 17 and 180/55 ZR 17

TIRE TEST 2012

TO ETERNITY AND FARTHER

The specification manual for modern sport tires could not be fuller: stability on the race track, agility on the roads, solid grip in the rain, sufficient performance for a kilometer-filled season. In the second part of the MOTORRAD Tire Test, six sport tires show their stuff.

By Jörg Lohse and Karsten Schwes
Photos: Markus Jahn, Jörg Lohse, mps-Fotostudio



In MOTORRAD 11/2012: Six touring tires in land, wet and a 4000 km wear test



In this issue: Six sport tires in race, road, wet and a 4000 km wear test.



In MOTORRAD 13/2012: The family feud: Sport against tour. Which tire is good for which type of rider?



In MOTORRAD 13/2012: Across Europe in ten days. Behind the scenes of the tire tests.



Sport tires in the test

Life at the limit: In the wild days of rock 'n' roll this did not seem to be a problem for motorcycle riders. On the road with a loose chassis, whose limit was reached at 100 hp in alternating curves and began to bend like Hubba-Bubba bubble gum – crazy wobbling like on wooden tires, whose response came by throwing off the rider. Nevertheless, or maybe because of it, you were top dog. If a four or six cylinder came roaring up, a lane was made for it. And today? 200 hp bikes belong to the superbike community. No manufacturer hardly dares put a bike on the sport market without ABS and traction control. But look at the traffic conditions waiting for it: camera controlled roads and congested highways on which even rockets like a Hayabusa or ZZ-R 1400 will be hampered by TDI-driven station wagons signaling left. Finally, a surplus of manageable performance is available, but where can you use it? Hit the racetrack, but not everyone has one out their front door. And the 1445 euros for a season pass at the Nordschleife track isn't pocket change.

You could lay this tire test down re-signed -- why even consider the advantages and disadvantages of current sport tires, if the weakest in the test is still good enough for most daily riding? You could be right, as a blind testing of tires only leads to amazing results like "The XY is

Sport tires on the road

Between Easter and October

On the go with tires adjusted for a tight sport package on the road – it sounds like a routine exercise, but it is actually just the opposite. A normal day on the road offers many different parameters and tires have to be able to withstand a wide range of temperatures between Easter and October. A tire has to perform equally well in a highway curve as it does in a bumpy, Alpine curve. Whoever is on the road should look for good characteristics in cold conditions.

Conclusion: Game, set and match for the newcomers in the test field. Conti's Sport Attack 2 and Bridgestone's S 20 are at the top in the MOTORRAD road results, although each is made for different tastes. The Conti impresses due to its extraordinary agility and is therefore the clear choice for curve junkies. The S 20 is a more balanced sport tire for all conditions and with its cold grip and clean response, it will convince you.

Road Performance in a New Condition	Maximum Point Total	Bridgestone S 20	Continental Sport Attack 2	Dunlop Sportsmart	Metzeler M 5 Interact	Michelin Power Pure "D"	Pirelli Diablo Rosso II
Cold conditions	10	10	10	8	8	9	8
Maneuverability	20	18	19	16	16	18	17
Steering precision	20	18	19	16	16	17	17
Stability in the curves	10	9	9	9	9	9	10
Lean angle grip/accelerating	20	19	19	18	18	19	19
Threshold performance	10	9	9	9	8	9	9
Righting moment	10	9	9	8	8	8	9
Total	100	92	94	84	83	89	89
Ranking		2	1	5	6	3	3

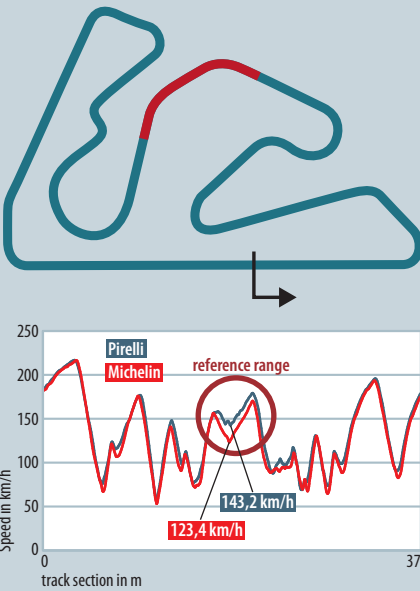
The sport tires at the racetrack

Going bold over the crest



recording shows a significantly higher deviation at this point (see graphic), as the gap between the first and last place in this section is particularly high. While the Pirelli Diablo Rosso II hurries through this section with superior stability, the crumplig and therefore unstable Michelin Power Pure with its front tire (Specification "D") loses a lot of time and increasingly so, as the harder you ride the course, the quicker you reach the tire's performance limit. The Michelin was not the only one that struggled, also the Bridgestone and Conti lost some of their stability and grip after a few laps.

Circuit Alcarrás



Michelin Power Pure lost almost three seconds in the test to the fastest tire, Pirelli's Rosso II. Time and speed were lost due to a lack of stability, above all in a steep dropping fall-away curve.

Are real sport tires only at home on the racetrack? The answer starts with the age-old adage "In principle yes, but ...". On the one hand, a tire should preferably be used with a 600 or 1000 cc super sport bike, but should, of course, also perform during personal riding and be able to withstand large thermal changes on the asphalt and the corresponding affects they have on the tires. A tire that already crumples, tumbles or smears with a 130 hp bike pretty much kills the sporting mood for the occasional race-track trip.

On the other hand, you have to keep in mind that every manufacturer from this test has a special tire, if not a whole line of tires above the "sporting category". Therefore it is necessary to point out: whoever wants to use their bike for semi-professional outings at

the racetrack or participates in half private cup events should certainly remount with a race tire, either one that is street legal or one strictly for the track. Whoever uses their bike predominantly for daily use, and rides once in a while at the track or in rider trainings, be it buying a ticket for the Nordschleife or a Monday night at the Hockenheimring, is well-served with this test.

The racetrack testing for the MOTORRAD tire test was conducted with the Suzuki GSX-R 600 at the Alcarrás racetrack near Lleida. A small peculiarity of the Catalanian course just west of Barcelona is the stretch marked "bold curve", which is made blind at a high speed over a crest, then drops into a fall-away curve over a wavy surface. The shoulder is very close to the fence, which provides for even more beats per minute. The 2D data

Track Performance in a new condition	Maximum Point Total	Bridgestone S 20	Continental Sport Attack 2	Dunlop Sportsmart	Metzeler M 5 Interact	Michelin Power Pure "D"	Pirelli Diablo Rosso II
Maneuverability	10	9	10	8	8	9	9
Steering precision	10	9	9	9	7	7	9
Stability in the curves	20	17	18	18	17	17	19
Grip at a lean angle	20	17	17	18	16	16	19
Grip when accelerating	20	18	17	18	17	16	19
Threshold performance	20	19	17	18	16	16	19
Lap time		1:47,3	1:47,8	1:47,2	1:48,3	1:49,2	1:46,4
Total	100	89	88	89	81	81	94
Ranking		2	4	2	5	5	1

Conclusion: The rankings at the top weren't affected. Pirelli's Diablo Rosso II remains, as in the 2011 sport tire test, the top of the class at the racetrack. Particularly clear was Pirelli's advantage after a few hard laps: as the performance of the competition dropped, the Rosso II convinced with its increasing stability and reliability. Second place belonged to the Bridgestone S 20 as well as the firmly established Dunlop Sportsmart. The S 20 scored with response, the Sportsmart with its stability.

Sport tires in the test

not rideable!” ad absurdum and only proves that at least six development teams in the world have done their jobs. A test though is like any professional competition: at the end a winner has to be crowned and the champagne corks have to be popped.

MOTORRAD wouldn’t be MOTORRAD if we didn’t look at and think about our reader’s wishes, worries and needs. Many of this information comes to the responsible editors and testers by mail or telephone after a tire test: “Why didn’t you test wear? For me it is the decisive factor when buying tire!” – “I don’t ride in the rain like a crazy freak! The wet test is too highly weighted!” – “I checked all the new product tests, for me it is more interesting to know how the tires perform after increased use.”

At this point, we would like to say your points are valid and most of your objections are justifiable. And for this reason we have fiddled with and tightened some screws. Since 2009, we have conducted a test unlike any other in the world. The basic principle is a comprehensive assessment and rankings divided into individual chapters. The advantage is obvious: independent of the end results, you can filter out the individual tire for your own needs. But there is even more: Whoever wants to know their own personal setup, can grab a calculator and weigh the criteria again and apply the maximum point total for handling and steering precision higher and the directional stability and righting moment lower. The overall ranking can also be adjusted, a higher factor for race or road performance, a lower rating for wear and rain performance ... and voila! You suddenly have, along with a MOTORRAD winner, a John Smith winner, one you can tell your buddies over your next beer about and how the tires did in your own personal test.

To be sure, we are confident our basic tire recommendations will serve you well, as some of you may not want to be bothered with changing any key data for a traction check and just want to use the plant-given sport modus. Of course there is some room for interpretation: How much racing should a sport tire be able to withstand? Are sport riders even when riding it is raining? Does a sport tire really have to last that long? Even for the individual manufacturers, it is an equation with some unknowns. That specification manuals from motorcycle manufacturers are no real help is shown by Bridgestone: more than a few Japanese super sports stars were equipped with sport tires from

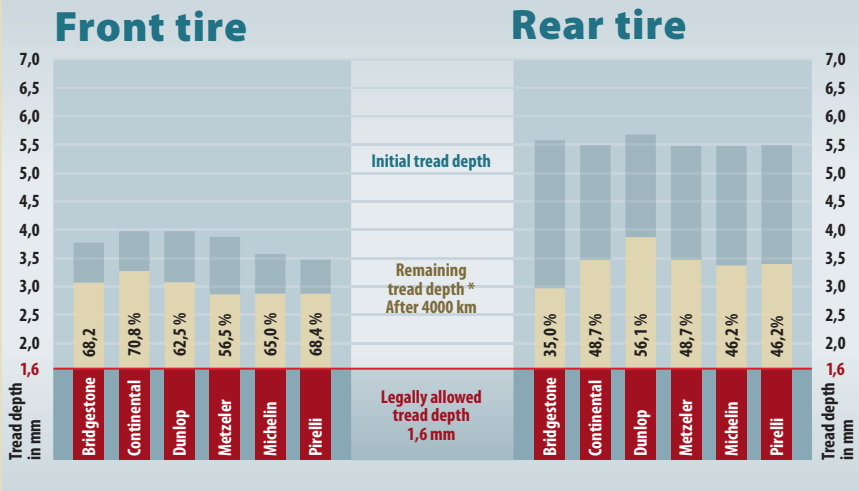
The sport tires in the wear results

Racking up the kilometers

High performance, but only for a limited time? Sport tires have long had the reputation of a short lifetime. That this idea is a thing of the past is shown in our totally unique long distance test, which is a core component of the MOTORRAD Tire Test. In this year, 4,000 kilometers were ridden on German highways, French country roads and mountain passes in the Spanish Pyrenees to document the wear of sport and tour tires (see Part 1 in MOTORRAD 11/2011). The whole process was conducted with 12 Triumph Street Triples: compact riding with a group and regular trading of bikes among riders ensured an equal demand on all tires.

Wear Results	Maximum Point Total	Tire Brands					
		Bridgestone S 20	Continental Sport Attack 2	Dunlop Sportsmart	Metzeler M 5 Interact	Michelin Power Pure "D"	Pirelli Diablo Rosso II
Front tire	50	43	44	40	37	41	43
Rear tire	50	31	38	42	38	37	37
Summe	100	74	82	82	75	78	80
		6	1	1	5	4	3

Conclusion: Multi-compound, that is, running threads with various levels of hardness, is no universal guarantee for low tire wear. With the Bridgestone S 20 the multi-mixed look did not provide any advantages. With the Dunlop Sportsmart the multi-compound mix worked better and Conti did not need any to take first place.



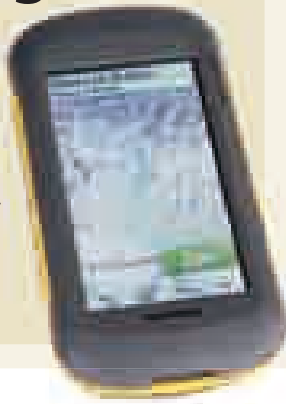
*measured in the tire's center

Behind the Scenes I:

Where are you going?

For the tire test tour guide Karsten Schwerts acknowledges using his Michelin map, which helped him find a few hidden road treasures and always found him the right hotel. Service guru Jörg Lohse relied on exact satellite orientation when documenting the roads. Tracking is not, however, a basic function of many motorcycle navigation systems. Good service was provided this year by a GPS hand-held device, the “Montana 600” from Garmin.

Tip for GPS using bikers: the waterproof “Montana 600” GPS device from Garmin (€ 499)



The sport tire after 4000 kilometers

A massive tread loss?



The wear test described at left makes it easy for the calculated buyer to choose a new tire. But the actual loss is not the whole story. Just as interesting, of course, is how the increasingly worn tire performs. This feature is also globally unique to the MOTORRAD Tire Test: the evaluation of the tire in road riding and its the corresponding performance after wear. You can simultaneously refer to the table on page 64 to get a new perspective on the results: Conti in first, Bridgestone in second, third place was split by Michelin and Pirelli. Now you would assume that the Bridgestone S 20, due to its high wear in this phase, is out of the race. The overall analysis, however, shows the relatively moderate drop in quality keeps it in contention. The low performance in wear is naturally due to the S 20's disproportional rear tire wear. This is clearly felt at a lean angle, where a bit of counter-steering is needed. The front tire tread loss is less noticeable and therefore the front tire steering characteristics are only slightly impacted. On the whole, though, the positive characteristics of the S 20 are largely kept, so it can hold on to its ranking.

Road performance		Tire Brands						
After 4000 kilometers		Maximum Point Total	Bridgestone S 20	Continental Sport Attack 2	Dunlop Sportsmart	Metzeler M 5 Interact	Michelin Power Pure "D"	Pirelli Diablo Rosso II
Cold conditions	10	10	10	8	8	9	8	
Maneuverability	20	16	17	15	15	17	14	
Steering precision	20	16	18	15	15	16	15	
Stability in the curves	10	9	9	9	9	9	10	
Lean angle grip/accelerating	20	19	19	18	17	19	19	
Threshold performance	10	9	9	9	8	9	8	
Righting moment	10	8	8	7	7	7	7	
Total	100	87	90	81	79	86	81	
Ranking		2	1	4	6	3	4	

Conclusion: The new Conti Sport Attack 2 remains, even with its drop in mileage, a great road tire. The concession when riding (a bit of energy needed to bring the bike to a lean angle) is tolerable. The Bridgestone S 20 struggles with high wear, but remains qualitatively good. The once third place Pirelli Rosso II lost just a bit of tread, but the steering precision dropped considerably. The Pure profited from this and took third place.

The motorcycles in the tire test

Sporty 180s

Taking the 180s to the limit: The test vehicle for the race-track evaluation at Alcarráz (near Lleida, west of Barcelona) was the 2012 Suzuki GSX-R 600 from the comparison test done in MOTORRAD 6/2012.



Daily use: In order to gather water-tight test data, we needed a motorcycle with ABS. As we did in the previous year's test, a preserved and functional Honda CBR 600 RR was used.



We needed twelve bikes to eat up the kilometers as enough willing riders were on hand. For Triumph it was not a problem to provide us with twelve brand new Street Triples (six of the normal and six R versions) which we sent screaming all across Europe.





BRIDGESTONE

S 20

WEIGHT: front 4.4 kg, rear 6.2 kg
COUNTRY OF PRODUCTION: Japan
INFOS/RELEASES: Bridgestone Deutschland,
Tel. 0 61 72/4 08 01, www.bridgestone-mc.de

EVALUATION

RACETRACK: (89 points, **2ND PLACE**)
In this test group the S 20 delivered the best response. The good maneuverability makes for precise and neutral steering. Curve-hungry, but manageable enough to get into a lean angle. Also when braking the S 20 has little righting moment. Only after a few laps, does it lose curve stability and grip on the road when accelerating -- earlier than the Pirelli and the Dunlop.

ROAD TEST: (new: 92 points, **2ND PLACE;** after 4,000 km: 87 points, **2ND PLACE**)
The good response in cold temperatures makes the S 20 a classic everyday tire that is nimble and has nearly no righting moment when braking. With increased mileage, the lean angle must be counter-steered against more strongly.

WET TEST: (95 points, **1ST PLACE**)
The threshold appears later, but is noticeable in good time. The good handling enables a narrow line. Top in wet conditions.

WEAR: (74 points, **6TH PLACE**)
Not a long runner: high rear wear, front clearly better

→**CONCLUSION**

Winner for tires that need to cover an extremely wide range of use: Doesn't bend at the racetrack, top for daily use, brilliant in rain. Wear is tolerable.

MOTORRAD

Ranking: 1st place 437 Punkte



CONTINENTAL

SPORT ATTACK 2

WEIGHT: front 4.2 kg, rear 6.1 kg
COUNTRY OF PRODUCTION: Germany
INFOS/RELEASES: ContinentalTires,
Tel. 05 11/9 38 01, www.conti-moto.de

EVALUATION

RACETRACK: (88 Points, **4TH PLACE**)
The strength of the Conti is its superior handling, especially at the racetrack. After a few laps it loses some stability when accelerating in the curves. The righting moment when braking at a lean angle is small, the response in cold conditions is good.

ROAD TEST: (new: 94 points, **1ST PLACE;** after 4,000 km: 90 points, **1ST PLACE**)
With its razor sharp steering precision the Sport Attack 2 is a road tire par excellence. The stability in the curves is top even by quicker gearing in traffic, performance in cold conditions and response are pleasing. The Conti performs with handling and precision even after 4,000 kilometers

WET TEST: (77 points, **6TH PLACE**)
Despite good handling and high steering precision the Sport Attack 2 isn't a great-feeling tire in wet conditions: abrupt slides of the rear tire and rough braking add to the uncertainty.

WEAR : (82 points, **1ST PLACE**)
The tire for calculated buyers. The lowest wear on the front and the rear is really durable.

→**CONCLUSION**

With the Sport Attack 2, Conti continues where its predecessor left off. Its strength is its first class road performance. Second plus: low wear
Not at home in the rain.

MOTORRAD

Ranking: 2nd place 431 points



DUNLOP

SPORTSMART

WEIGHT: front 4.5 kg, rear 6.5 kg
COUNTRY OF PRODUCTION: France
INFOS/RELEASES: Goodyear Dunlop,
Tel. 0 61 81/68 01, www.dunlopmotorcycle.de

EVALUATION

RACETRACK: (89 points, **2ND PLACE**)
The Sportsmart needs temperature, then the black turns to gold: with extremely high stability in the curves and convincing steering precision, it makes for a lively ride at the racetrack. Handling and righting moment clearly improve at higher tire temperatures. Curve stability as well as grip remain at a high level after many hard laps.

ROAD TEST: (new: 84 points, **5TH PLACE;** after 4000 km: 81 points, **4TH PLACE**)
First after hard riding at corresponding temperatures, does Dunlop deliver the desired stability. The sluggish steering is bothersome, as is the righting moment when braking at a lean angle. After 4,000 km, it only gives up a little qualitatively and therefore holds its own.

WET TEST: (83 points, **3RD PLACE**)
The distance from the leaders is palpable. Grip and threshold are well pronounced, but the sluggish steering performance in rain is bothersome.

WEAR: (82 points, **1ST PLACE**)
Low and minimal, this where Dunlop really scores.

→**CONCLUSION**

A very sporty designed tire with low wear. At the track Dunlop performs well, but has to be brought up to the right temperature. Not a tire for the road.

MOTORRAD

Ranking: 5th place 419 points



METZELER

M 5 INTERACT

WEIGHT: front 4.6 kg, rear 7.3 kg
COUNTRY OF PRODUCTION: Germany
INFOS/RELEASES: Pirelli Germany,
Tel. 0 89/14 90 80, www.metzelmoto.de

EVALUATION

RACETRACK: (81 points, **5TH PLACE**)
The M5 needs a long time to heat up to the right temperature. The response is cold and leaves something to be desired. In steering it is considerably more sluggish than the competition. When warm it is convincing with high stability in the curves, but nevertheless it lacks steering precision and response in the threshold. In terms of handling, agility is lacking.

ROAD TEST: (new: 83 points, **6TH PLACE;** after 4,000 km: 79 points, **6TH PLACE**)
On the road the M5 is hard to pin down. The heavy vibrating of the rear tire is somewhat bothersome, the test tires, bought from a tire dealer, came with radial run-out. The reserved response is more bothersome on the road than at the track. The handling and steering precision is not on par with the competition. Once worn, a palpable edge is felt in the curves.

WET TEST: (82 points, **4TH PLACE**)
In the rain it is average, but can be convincing with its wide threshold.

WEAR: (75 points, **5TH PLACE**)
Visible on the front and back.

→**CONCLUSION**

Optically the M5 wins points with its lean angle indicator, technically it is not as successful. In no category is it at the top. Always in the middle of the pack means in the end, last.

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Ranking: 6th place 400 points



MICHELIN

POWER PURE "D"

WEIGHT: front 4.3 kg, rear 5.9 kg
COUNTRY OF PRODUCTION: Spain
INFOS/RELEASES: Michelin Reifenwerke,
Tel. 07 21/53 00, www.michelin.de

EVALUATION

RACETRACK: (81 points, **5TH PLACE**)
New and cold the Pure is convincing with good response and cornering when steering. The „D“ Specification tested front tire (rear without specification!) rides more neutral than the standard version. At increasing speeds and temperatures it crumples and loses some of its original stability in the curves.

ROAD TEST: (new: 89 points, **3RD PLACE;** after 4000 km: 86 points, **3RD PLACE**)
On the road the Pure pleases with its clear response and agile cornering. First at a high lean angle does it become somewhat wonky. Worn, only small concessions must be made.

WET TEST: (89 points, **2ND PLACE**)
In the rain, the Pure shines in the front. Its grip is very good, handling is nimble and it has very good steering precision. Critical is its relatively low threshold and its abrupt sliding.

WEAR: (78 points, **4TH PLACE**)
Variable: front good, rear somewhat high.

→**CONCLUSION**

The sport tire for everyday use. The Pure functions in cold and warm conditions on the road and is a first-class rain dancer. On the track it waves the white flag fairly quickly.

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Ranking: 3rd place 423 points



PIRELLI

DIABLO ROSSO II

WEIGHT: front 4.3 kg, rear 6.1 kg
COUNTRY OF PRODUCTION: Germany
INFOS/RELEASES: Pirelli Germany,
Tel. 0 61 63/7 10, www.pirelli-moto.de

EVALUATION

RACETRACK: (94 points, **1ST PLACE**)
On a track the Rosso II still is the top of class with its razor sharp steering precision and its very high stability in the curves. And in the long run, too -- when the competition starts to diminish the Pirelli remains stable. Its top lap time proves it.

ROAD: (new: 89 points, **3RD PLACE;** after 4,000 km: 81 points, **4TH PLACE**)
Sporty riders will appreciate the neutrality and stability on the road. Nevertheless the competition (Conti, Michelin) is agiler here, and at cooler temperatures it lacks responsiveness. After 4,000 Kilometers the Rosso II's cornering and steering precision diminished and the righting moment increased.

WET TEST: (79 points, **5TH PLACE**)
In the rain is where the Rosso II's grip limits arrive early. Weak consolation: threshold and braking distance are better than Conti.

WEAR: (80 points, **3RD PLACE**)
Front good, rear an edge forms. Not optimal.

→**CONCLUSION**

At the racetrack the Rosso II, in the sporty tradition of Pirelli, receives all honors and scores points with its brilliant performance. Cold and rainy days are not its thing.

MOTORRAD

Ranking: 3rd place 423 points

How MOTORRAD tests

Driven (a)round

The sport tire test crew from MOTORRAD used the Suzuki GSX-R 600 for the racetrack test in Alcaráz and for the road and wet tests at the tire testing facility of Bridgestone in Nettuno (near Rome) it used the ABS-equipped Honda CBR 600 RR. The 4000 km of wear with the touring tires was done with twelve Triumph Street Triples, both with standard and R versions.

Maneuverability

The required power to steer in order to bring the bike to a lean angle or to keep it on a desired line. Was tested in slow and fast alternating curves.

Steering precision*

Tested in various fast sections, with complicated types of turn radius. Provides information whether the motorcycle follows the desired

course or clear corrections are necessary.

Stability in the curves

Stability in alternating curves and on wavy surfaces. It is evaluated with different methods (alone and with a partner). The test is performed with a maximum lean angle in the acceleration phase, in which some tires can truly swing out.

Grip in lean angle*

Direction control at maximum lean angle on wet and dry asphalt. A

balancing act that is only possible in closed areas.

Grip when accelerating*

Directional control and power transfer in various quick curves. Tested in wet and dry conditions.

Directional stability

Done at high speeds on the highway. Does the motorcycle remain stable or does it deviate from the line?

Threshold performance*

Controllability of the tire in the grip

threshold on wet and dry surfaces.

Righting moment

When braking in a lean angle the motorcycle stands up differently and at different times depending on the tire's contour. This reaction must be counteracted against by the rider pressing down on the curve side of the handle bar.

Full pressure test

2.5 bar front, 2.9 bar rear.

Sport tires in the test

Bridgestone in the last decade, but the BT 016 and its predecessors, although stiff and directionally stable at high speeds, were not really well loved by curve-hungry everyday riders. Whoever was looking for smooth tires for all conditions grabbed some Michelin Pilot Powers.

So it is even more astounding that the Bridgestone S 20 is being considered, but already with the BT 016 Pro (actually an interim tire, that is still going to be offered) there seemed to be a change going on in Japan with tire designers. With the S 20 this change

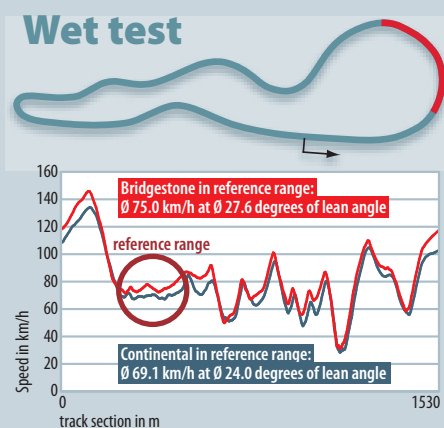
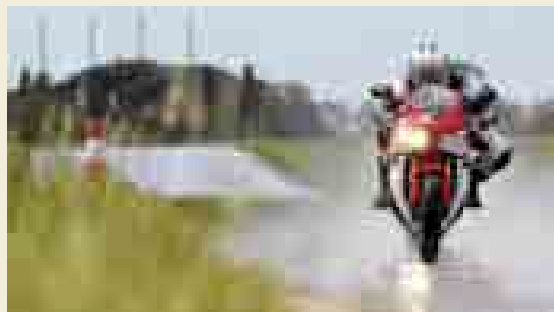
seems to be complete. There seems to be few similarities with the BT 016 generation as the S 20 shines in wet conditions and is making life hell for the rain gods from Michelin. The S 20 is fun on the road, and not only during perfect conditions in summer on well-heated asphalt. Also on cooler days, typical for us in this area during the Easter to October motorcycle season, the response and grip is right on. In a nutshell, Bridgestone has come out with a 1A sport tire for all conditions, out of nowhere. Congratulations! We still need to honor a few more winners. For example from Conti: the Sport Attack 2, where it jumped right out at the EICMA, continuing the Hannover tire maker's

*The chapters marked with an asterisk are applicable to motorcycles with a similar chassis.

The sport tires in the wet test

Hard grip conditions

The tire experts among MOTORRAD readers will certainly remember the outstanding performance of the Michelin Pilot Power in wet conditions. The successor of the Power Pure could continue the dominance of the Michelin tires in the rain, but its wet grip lead has dwindled. For one thing the competition has technically progressed and for another the new Pure's threshold is clearly smaller, so slide-outs come suddenly at a higher lean angle, which naturally demands a very skilled rider. Already last year, the Bridgestone BT 016 Pro, an interim tire, was catching up to the Michelin Power Pure in terms of wet performance. With the successor, the Bridgestone S 20, the days of victory for Michelin are numbered.



Take a look at the data recording from the Bridgestone test track at Nettuno near Rome: With Conti tires the Honda CBR 600 RR arrives at the slide-out threshold 6 km/h slower than the Omega marked in red.

Maneuverability Wet road

	Maximum point total	Bridgestone S 20	Continental Sport Attack 2	Dunlop Sportsmart	Metzeler M5 Interact	Michelin Power Pure "D"	Pirelli Diablo Rosso II
Maneuverability	10	9	9	8	8	9	8
Steering precision	20	18	17	15	16	17	15
Grip in the curves	20	20	15	17	16	19	16
Grip when accelerating	20	20	15	17	17	19	16
Threshold	20	18	13	17	16	16	15
Brake lag	10	10	8	9	9	9	9
Braking distance at 100 km/h		49,5	54,3	52,8	52,1	50,8	52,1
Speed in Omega		75,0	69,1	71,0	72,1	75,0	68,3
Lap times		1:10,9	1:16,6	1:13,8	1:14,0	1:12,1	1:17,0
Total	100	95	77	83	82	89	79
Ranking		1	6	3	4	2	5

Conclusion: Better lap times, less braking distance. Not only in numbers is the Bridgestone in the lead. Also the threshold of the S 20 pleases. It gives you a lot of room, but announces itself early enough and not as abruptly as the Michelin. The rest of the field falls into place clearly behind the leaders. Pirelli's Rosso II brings up the rear. This clearly shows that concessions in wet conditions have to be made for brilliant track performance.

Sport tires in the test

tradition in terms of high road performance. There is no tire as agile as the Conti, and some of our readers certainly would like to give the test crown to the Sport Attack 2, just as some Monday riders from Hockenheim or season pass holders from Eifel, who have probably already checked the race track rankings, will grab a pair of Pirelli Diablo Rossos. And rightfully so, whoever wants to combine sport with track performance cannot get around these precise and ultra-stable tires. You have probably already noticed that the topic of tires is and will remain a matter of taste. How nice that here there are no limits.

www.motorradonline.de/reifen

End results

	Racetrack	Road New	Road after 4,000 km	Wet conditions	Wear	Total
BRIDGESTONE S 20	89	92	87	95	74	437
CONTINENTAL SPORT ATTACK 2	88	94	90	77	82	431
MICHELIN POWER PURE "D"	81	89	86	89	78	423
PIRELLI DIABLO ROSSO II	94	89	81	79	80	423
DUNLOP SPORTSMART	89	84	81	83	82	419
METZELER M5 INTERACT	81	83	79	82	75	400

CONCLUSION

What a debut. The new Bridgestone S 20 rides straight to the top of the MOTORRAD Sport Tire Test. Its strengths: balanced performance in almost all testing areas. Whoever wants a 1A road warrior should grab a pair of Contis. Sports fans and racers should turn to Pirelli.

MOTORRAD TIRE TEST 2012



Part 3 in MOTORRAD 13/2012:

Do sport bikes have to use sport tires? Are touring tires only for wimps? In the final MOTORRAD Tire Test this year, we weigh the advantages and disadvantages of the tires and say which tires will serve you well.

Behind the scenes II

Deluxe Screws

Every 30 minutes a tire change, and even in between there is no time to get bored: remove the old set, and prepare the next set for the other wheels. Also the data, construction, weight and production data must be precisely documented. MOTORRAD chief logistician Rainer Froberg and head mechanic Sven "I'm the man in front" Loll had their hands full and they had no time to get bored during the three days at the Bridgestone test facility. Good that the duo had first-class hand protection and comfortable garage rugs and professional equipment.



Tip to protect your fingers: Mechanix gloves "Original Grip" (€ 23.90 at www.mechanix-shop.de)



Tip for staying clean: oil resistant garage rug from Twin-Air (€ 49.94 at www.zupin.de)

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