

# Avon

## 3D ULTRA SUPERSPORT



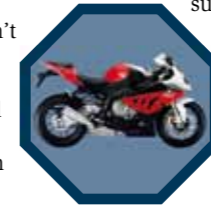
Ding-dong, Avon calling...

**T**he freshest tyre on test was first up and it didn't take long to get into the groove. Within a lap comfortable kneedown took place, although the left side of each tyre took slightly longer to fully heat up.

There's good grip initially and it doesn't take long to find the limits. The front offers a slight hesitancy during full lean, and pushes slightly if any attempt at trail braking is exerted. After three or four laps, the rear's grip fell off a cliff but then maintained a consistent and predictable level, and never threatened to highside unexpectedly; you just lose out on the straight bits. Fine off the throttle, there were only signs of stepping out as the rear got near to its 106-degree peak temperature. It's fair to say the British-made tyre doesn't react well to heat and suffered with

both track and ambient temperatures.

For a road-based tyre, the rear copes well under acceleration and drives exceptionally well nearing upright angles. There isn't the side grip mid-corner to worry the racier rubber and this is where it suffered most against the stopwatch.



Although the outright grip and lap times aren't in the core of the Supersport's repertoire, feel and feedback definitely is. On the limits of adhesion fork pump eventually becomes part of the furniture as it struggles for outright grip.

Steering is neutral and progressive, ensuring good road etiquette, but there's a tendency to run wide when the brake is released and this blunted the BMW's athleticism. The soft sidewall, again, leans towards road riding and, although stable, is a little too flaccid for trackdays with lots of movement from the rear.

It's fair to say the British-made 3D Ultra Supersport didn't cope that well with the heat



**Available sizes**  
120/70ZR17  
120/60ZR17  
160/60ZR17  
180/55ZR17  
190/50ZR17  
190/55ZR17

**Weight**  
Front: 4.29kg  
711kg (190-section)

**Time**  
Monday 1.30/2.20pm

**Temperatures**  
Ambient: 26  
Track: 32

**Pressures**  
Front: 30psi  
Rear: 28psi  
Hot Rear: 36psi

**Tyre Temperature**  
Front (right/left): 68/88  
Rear (right/left): 106/76

**Stiffness**  
Front: 48 Shore A  
Rear: 48 Shore A

### AVON 3D SUPERSPORT

For years, Avon has often promised much in the road/track department and failed to deliver on these promises compared to its rivals. But the 3D range seems to be a real game changer for the Wiltshire firm. Much investment has gone into the product, culminating in the three tyre 3D range (a road specific tyre is also available). The 3D Supersport battles well with the competition. Using a Nano carbon tread compound, the surface of the tyre also uses 3D sipes to improve warm-up times. This is effectively the Sport tyre, but using a softer compound to suit faster conditions better. The Supersport uses a Tri-compound, that features a harder middle for improved mileage, and a softer compound at the edge for improved grip. There is also a third compound in the undertread, an area that is prone to overheating first. Avon make a big play on the 3D sipes, which are effectively thin grooves in the tyre. The tyre obviously has its tread, but tread grooves create flex that cause instability and increase heat. Sipes help control this.



**Avon**  
3D ULTRA SUPERSPORT

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120/70ZR17  
120/60ZR17  
160/60ZR17  
180/55ZR17  
190/50ZR17  
190/55ZR17

**Weight**  
Front: 4.29kg  
Rear: 6.04kg (180-section)

**Time**  
Monday 1.30/2.20pm

**Temperatures**  
Ambient: 26  
Track: 32

**Pressures**  
Front: 30psi  
Rear: 28psi  
Hot Rear: 34psi

**Tyre Temperature**  
Front (right/left): 62/60  
Rear (right/left): 80/63

**Stiffness**  
Front: 48 Shore A  
Rear: 48 Shore A

It was easy to get the hammer down with these Avons, the 3D sipes seemingly generating heat and grip from the get-go. As the pace builds, so does the story from the Wiltshire rubber. The front offers nice and neutral steering that isn't lightning quick, but offers consistency as an ally. As the speed builds it takes more effort to keep the bike on line through the complex, and on a few occasions I think the bike's going to run wide through the left, but everything can be pulled in just when you think that it can't.



There's also a lot of movement from the front under braking, you can feel the sidewall taking in all the stresses going into the big braking area at the bottom of the track. It's not as keen as others trail braking, the last long left seeing the Avons resist comfortable braking while lent over. The story from the rear isn't as comfortable.

Once up to speed, the rear starts to move. There's enough grip on display, but it feels like it's the carcass and/or construction that's the issue. You feed the power back in and the rear shuffles its way to the exit; daunting at points on this track.

Exits speeds onto the back straight were lower as I wasn't happy tapping the throttle on hard while it was moving around in this manner. Be it the construction or the 3D sipes, this added up to some big temperatures; the rear cracking 100-degrees for the only time.

The front has a lot of the characteristics of some of the best tyres on test, but the rear moves around too much for my liking. Due to a lack of brake pads, we ducked out on the second session, but the front remained consistent throughout the session – the rear remained consistently inconsistent thanks to the shuffling. But they still turned in a respectable lap time...



**PRICE**  
£98 FRONT, £133/£149 REAR  
**CONTACT**  
WWW.AVON-TYRES.CO.UK

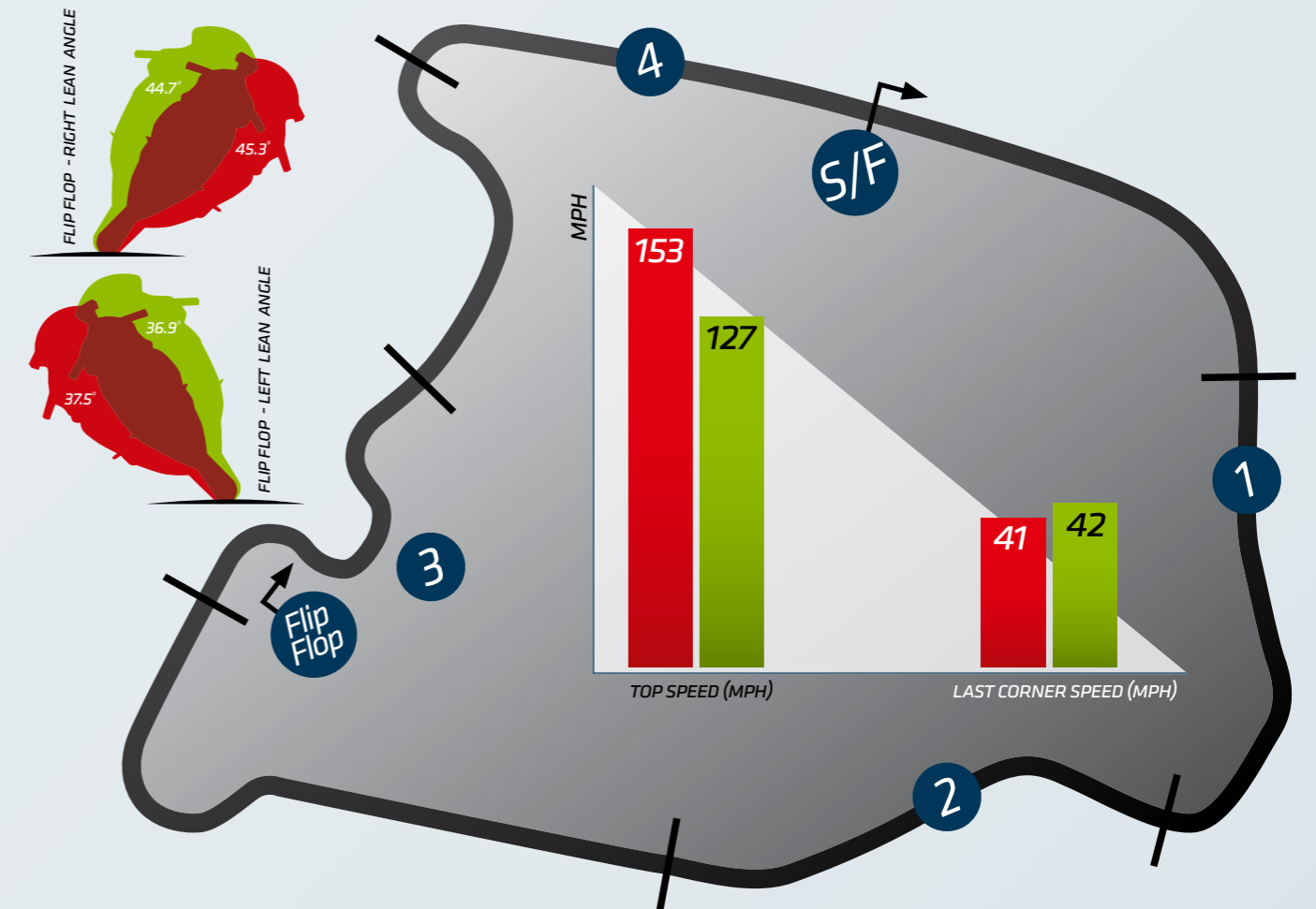
As the speed builds it takes more effort to keep the bike on line through the complex



Our protagonists head out for another game of futile chase



RIDER	SCORE OUT OF TEN	TEST	SCORE OUT OF TEN
<b>BMW S 1000 RR</b> <b>ALASTAIR 'A-FORCE' FAGAN</b>			<b>KAWASAKI ZX-6R</b> <b>SIMON 'ROOTSY' ROOTS</b>
WARM UP	8	PREDICTABLE FROM THE OFF, NATURALLY ROLLING INTO CORNERS. NO SHOCKS.	7 NO SLIDES OR SURPRISES FROM RELEASE AGENT, QUICK WARM-UP, HAPPY IN SECOND SESSION.
TURN IN	6	SLOWED BMW STEERING AND NOSE-END ABILITY, BUT PRECISE AND OK IN FAST TURNS.	7 FELT GOOD IN TURN ONE, GENERATES GOOD CONFIDENCE TO TURN IN LATER.
SIDE GRIP	6	FRONT OK AND LIMIT IS APPARENT BUT REAR SUFFERS ON THE EDGE.	7 SLIGHT UNDERSTEER THROUGH TURNS THREE AND FOUR, COMPLEX REMAINS HARD WORK.
ACCELERATION GRIP	5	OK FOR A FEW LAPS BUT COMPLETELY DROPPED OFF. NEARING UPRIGHT OK.	6 AFTER FIVE LAPS THE REAR GETS UP TO TEMP AND LOSES GRIP, MOVES AROUND UNDER POWER.
BRAKING STABILITY	8	PLANTED, FLAT AND ODDLES OF FEEDBACK, BUT DON'T TRY TRAIL BRAKING.	8 STABLE AND SOUND, NO WORRYING MOMENTS. LOTS OF POSITIVE FEEL UNDER HARD BRAKING.
CONSISTENCY	6	INITIAL GRIP FROM REAR LASTS TWO LAPS BUT REMAINS CONSISTENT AFTERWARDS.	6 FRONT IS OK, BUT REAR STARTS TO PUSH. IT DOESN'T SLIDE BUT THERE'S MOVEMENT THERE.
HEAT CYCLE	7	NO SIGNS OF WEAR. PERFORMED JUST AS WELL IN SECOND STINT, DOESN'T LIKE HEAT.	7 GOOD SECOND SESSION, SAME FROM THE REAR AFTER FIVE LAPS, BUT WEARING WELL.
OVERALL	6	LESS AGGRESSIVE THROTTLE MEANT LESS SLIDES AND LESS HEAT. PERFORMED BETTER.	7 AFTER THREE OR FOUR LAPS IT FEELS GREAT, THEN THE REAR GOES OFF. FRONT FEELS GOOD.



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
BMW S 1000 RR	1:23.622	153.14	4.188	0.83	14.812	14.625	45.3	37.5	41.80	9.435
KAWASAKI ZX-6R	1:26.999	127.77	5.188	0.75	14.750	16.325	44.7	36.9	42.44	9.188