

Bridgestone

BATTLAX S20

Available sizes

110/70ZR17
120/60ZR17
120/70ZR17
130/70ZR16
150/60ZR17
160/60ZR17
170/60ZR17
180/55ZR17
190/50ZR17
190/55ZR17
200/50ZR17

Weight

Front: 4.15kg
Rear: 6.25kg (180-section)

Time

Monday 3.05/3.50pm

Temperatures

Ambient: 25
Track: 33

Pressures

Front: 33psi
Rear: 31psi
Hot Rear: 39psi

Tyre Temperature

Front (right/left): 57/57
Rear (right/left): 84/72

Stiffness

Front: 54 Shore A
Rear: 52 Shore A



If there's one tyre that disappointed me, and one that felt closest to the OE BT-016 rubber on the ZX-6R, then it's the Bridgestone S20. Warm-up didn't help confidence, with a few initial slides in areas where no other tyre misbehaved. By lap three the assurance to start pushing began, and initially everything felt fine. But by mid-session I'd already experienced a few rear-end slides and while there was plenty of warning, the S20s gave me no incentives to gas hard and early out of a turn. Now and again is OK for me, but not for 15 laps.

The front tyre felt better, able to turn into a corner positively and then carry plenty of lean. Changes of direction were quick enough to please, and if a corner needed tightening, then the S20s obeyed well. Indeed, it trail brakes well, with the ZX-6R feeling very stable under braking into the fast bottom corner. It then carved through the bottom right very nicely, while the Kawasaki steered through the complex almost effortlessly.

It just feels that the front tyre is writing cheques the rear can't cash. I'm not greedy on the throttle by any means, but it kept squeaking and sliding with modest levels of provocation. When you feel the front can put you anywhere on the way into a turn, it's frustrating that you have to compromise when it comes to applying the throttle. Yes, there is grip, but it makes it hard to access when it moves around as much as it does.

On reflection, I probably could have pushed harder, but I'm not prepared to suffer the slides undermining my confidence. It's such a shame because the front really does feel fantastic.



A tyre test marches on sugar and salt alone

It just feels like the front Bridgestone S20 is writing cheques that the rear can't cash

BRIDGESTONE BATTLAX S20

Bridgestone make a big play on the link between the S20s and MotoGP, claiming construction and compound technologies of the S20 are derived from learnings from the race world. Construction is based on Mono-Spiral Belt and High Tensile Super Penetrated Cord, to provide the optimal contact patch at a wide range of riding angles. 3LC multi-compound technology ensures a range of cornering, braking and acceleration performance across a wide array of conditions and uses Bridgestone's NonoPro-Tech polymer. Performance also extends to wear rates, with precision-dispersed silica particles geared towards respectable mileage. Wet performance is also factored in, with the tread pattern and shoulder grooves giving good feel in wet conditions. In dry conditions, the design of the tread sees grooves that straighten out at the centre, improving cornering performance. A very wide range of tyre sizes both front and rear are available.



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150/60ZR17
160/60ZR17
170/60ZR17
180/55ZR17
190/50ZR17
190/55ZR17
200/50ZR17

Time
Monday 3.05/3.50pm

Temperatures
Ambient: 25
Track: 33

Pressures
Front: 33psi
Rear: 31psi
Hot Rear: 38psi

Tyre Temperature
Front (right/left): 60/57
Rear (right/left): 93/75

Stiffness
Front: 52 Shore A
Rear: 52 Shore A

Weight
Front: 4.15kg
Rear: 6.71kg
(190-section)

Bridgestone
BATTLAX S20



PRICE
£113 FRONT, £145/£158 REAR

CONTACT
WWW.BRIDGESTONEBIKERSCLUB.CO.UK

The The S20 is the latest do-it-all tyre, and BJ came back from the launch raving about it. It took a while for the S20s to naturally roll into corners and the stiffer construction over the Avons was clearly evident. Think MotoGP tyres and a vague feeling. The second thing that grabbed me was the epic front tyre. It combines a mass of stability (with the stiff construction) and decent grip for a road-spec hoop. It doesn't matter what the corner or how iffy the surface, the S20 felt planted and made the circuit flow more than the Avon equivalent. There's a smidgen of tyre roll right on the edge in faster corners but totally controllable, with its limits evident. For me, the front-end's wow-factor deserves a better performing dance partner at the rear. The dog-poo lap time was purely down the rear's

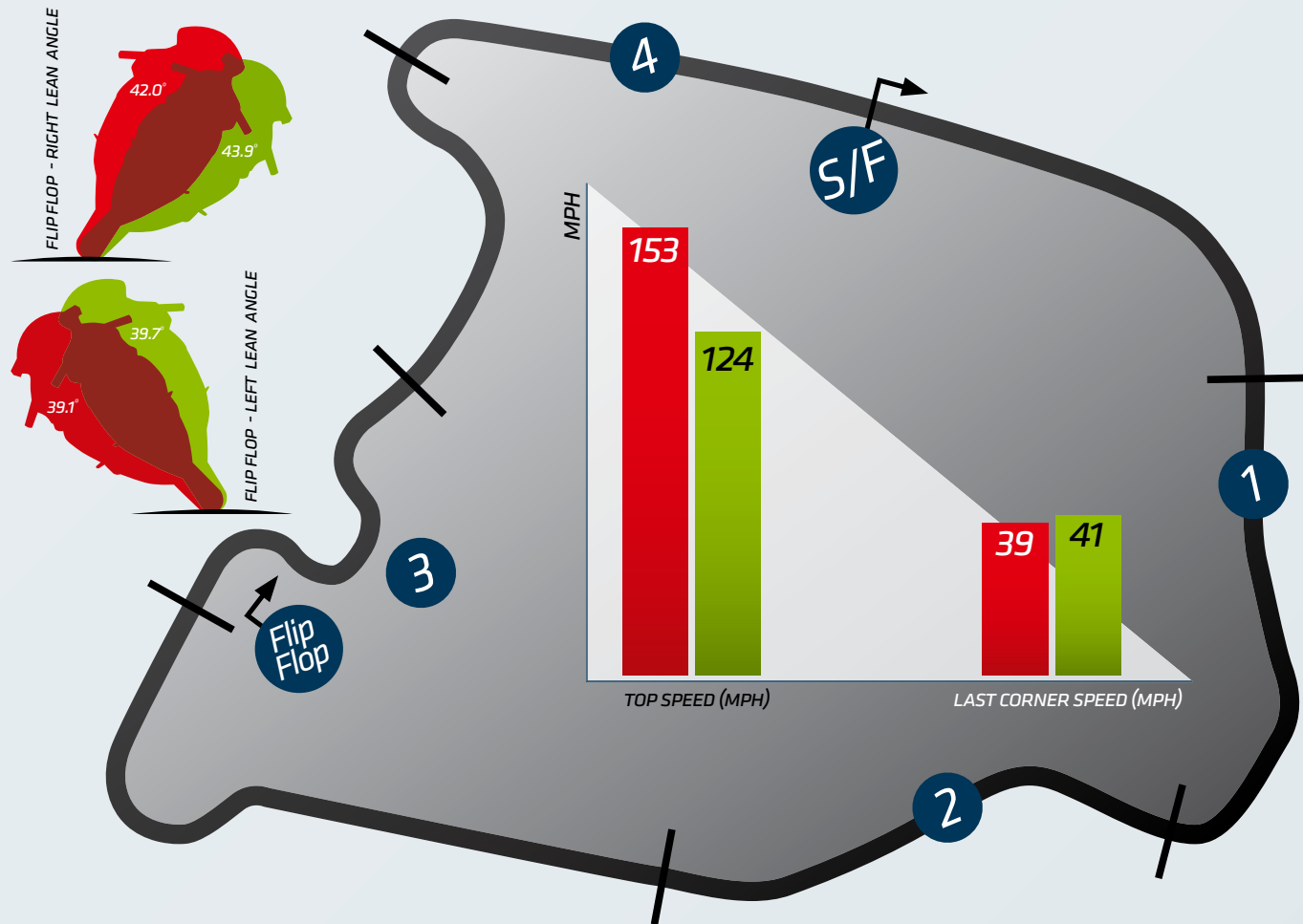


complete incapability to cope with the BMW's throttle from apex to exit. The initial grip isn't there but the S20 rear is more stable than the Avon and Power Pure, despite pumping and spinning on hard acceleration, right on the corner exit. At least the performance here is consistent. Grip levels barely diminished and several heat cycles did nothing to upset the S20s. The disparity between the left and right side of the rear tyre was fairly large, and the slightly less worked left side didn't react to the heat as much. The steering is slowed down quite a bit over the BMW's OE rubber and you have to work harder and be more precise with corner entry and braking. The S20-shod BMW also had a tendency to run wide at the last left before the start/finish, just after releasing the brake. Some tyres you never get bored of but, with the S20s, I couldn't wait to get back to the pits.

“The front-end's wow-factor deserves a better performing dance partner”



All's lunch order was so big it had to be written down



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
BRIDGESTONE S20										
BMW S 1000 RR	1:23.466	153.37	4.187	0.84	15.001	14.625	42.0	39.1	39.60	9.313
KAWASAKI ZX-6R	1:27.356	124.98	5.187	0.98	14.718	15.437	43.9	44.0	41.01	8.625

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	STIFFER FEEL OVER AVON APPARENT. WASN'T TOO KEEN ON ROLLING INTO BENDS.	5	EVEN ON A GENTLE OUT LAP, THE REAR STEPPED OUT ON TURN THREE. NEEDS THREE LAPS.
TURN IN	7	HAVE TO BE BANG-ON WITH LINE CHOICE. NEUTRAL BUT RAN WIDE ON A FEW CORNERS.	8	IMPRESSIVE AND IT FEELS LOVELY AS YOU START TO PEEL IN. GENERATES LOTS OF CONFIDENCE.
SIDE GRIP	7	FRONT IS PLANTED, WITH SLIGHT ROLL ON THE EDGE. REAR PUMPS IN PROTEST.	8	POSITIVE AND CONSISTENT, CONTINUES THE FEELING FROM TURN-IN. ONE ODD MOMENT.
ACCELERATION GRIP	5	NOT AS LOOSE AS AVON AND MORE STABLE, BUT POOR EDGE GRIP FRUSTRATES.	6	HAVE TO BE CAREFUL, ESPECIALLY AFTER SIX LAPS OR SO. DON'T OVERLOAD IT AND IT'S HAPPY.
BRAKING STABILITY	8	STIFF CONSTRUCTION MEANS STABILITY AND ASSURANCE. ZERO TRAIL BRAKING THOUGH.	8	VERY SOLID, FEELS LIKE I'M BRAKING LATER AND HARDER, LIFTING REAR QUITE EASILY.
CONSISTENCY	7	POOR GRIP DROPS AFTER A FEW LAPS BUT REMAINS CONSISTENT AFTERWARDS.	6	TAKES THREE LAPS TO BED THEM IN THEN THE REAR STARTS TO COMPLAIN AFTER SIX.
HEAT CYCLE	8	FELT EXACTLY THE SAME IN BOTH SESSIONS. LESS HEAT MEANT MORE GRIP.	8	GOOD SECOND SESSION WITH KNOWLEDGE OF THE FIRST. EVERYTHING FELT THE SAME.
OVERALL	6	EPIC ROAD TYRE. COULD DO WITH BETTER EXIT GRIP FROM REAR TO MATCH FRONT.	7	COULD BE AWESOME ROAD/TRACK TYRE, BUT SLIDES FROM THE REAR TEMPERABILITY.