

# Continental

## SPORTATTACK 2



### CONTINENTAL SPORT ATTACK 2

This age-old company is revisiting motorcycle tyres after a long lay off, and things just keep getting better from the Germans. This tyre is fitted to half of all new BMW S1000 RRs (the other half fitted with Metzeler Racetec K3s), and is the evolution of the original Sport Attack from Continental. Every element of the tyre has been tweaked, but the constituent technologies remain similar to what Continental has been using recently. Black Chili compound provides good grip on warm up, and this is aided initially with the Traction Skin technology that's used in the construction process, removing the need for a release agent to be used on the outside of the tyre (it's still used on the inside to get it out of the mould). Activated Silica technology also provides good wet grip and warm-up features. Using different temperatures during the vulcanisation process, there is no multi-compound to the tyre as such, although this process mimics this by creating a harder middle and a softer edge. At its core you'll find a zero degree steel belt. There are three front sizes and five rear sizes of this German made rubber, including 150 and 160-section options for the smaller stuff. The tread pattern is designed to be familiar across the Continental range.

**T**he all-new SportAttack 2 was the surprise of the test and suited the BMW's need for discharging its 200bhp in manic fashion.

It took several laps for confidence to come, as a harsh, plastic feel is apparent on this new rubber. Even the fingernail test reveals a super-stiff construction. This stiff bias is a real benefit when playtime can commence, as grip is incredible from both ends – and constant with it. After the first 15 lap session, grip degradation wasn't an issue and the Contis coped well in the heat.

Riding a 1000cc bike is all about side grip and the ability to drive hard on acceleration. The SportAttack 2's rear hoop has astonishing levels of grip, allowing drive from the apex and utter stability during acceleration. Every lap, I was

twisting the throttle further and harder, waiting for something to give. It didn't. The front is a perfect playmate, as this is one of the only road-biased tyres that allows you to push off the throttle, such is the stability of the carcass and lashings of grip. We could have done with more time to exploit the front's limitations...



You could argue there's too much grip. During corner exit at the faster turns mini tankslappers were produced, as the paranormal grip from the rear upset the balance from the front. More time with set-up should cure this. The

Contis also didn't track the surface as well as some of the other road-based rubber, probably due to the stiff carcass. However, this stiffness definitely brings more advantages than negatives. Along with the racy profile, the steering is quick and allowed the circuit to flow more.

“Every lap I was twisting the throttle further and harder, waiting for something to give”



No, I said a Big Mac meal, 12 chicken nuggets and a quarter pounder with cheese. And no salad

**Available sizes**

- 110/70ZR17
- 120/60ZR17
- 120/70ZR17
- 150/60ZR17
- 160/60ZR17
- 180/55ZR17
- 190/50ZR17
- 190/55ZR17

**Weight**

- Front: 4.10kg
- Rear: 6.63kg (190-section)

**Time**

- Monday 4.30/5.30pm

**Temperatures**

- Ambient: 24
- Track: 30

**Pressures**

- Front: 33psi
- Rear: 30psi
- Hot Rear: 34psi

**Tyre Temperature**

- Front (right/left): 61/58
- Rear (right/left): 91/72

**Stiffness**

- Front: 54 Shore A
- Rear: 52 Shore A



Available sizes

110/70ZR17  
120/60ZR17  
120/70ZR17  
150/60ZR17  
160/60ZR17  
180/55ZR17  
190/50ZR17  
190/55ZR17

Weight

Front: 4.10kg  
Rear: 5.95kg (180-section)

Time

Monday 4.30/5.30pm

Temperatures

Ambient: 24  
Track: 32

Pressures

Front: 33psi  
Rear: 30psi  
Hot Rear: 43psi

Tyre Temperature

Front (right/left): 56/52  
Rear (right/left): 84/64

Stiffness

Front: 52 Shore A  
Rear: 52 Shore A

With tyres like the SportAttack 2, Continental will start to get a reputation. A good one, too

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“ Though the lap time is on the modest side, the feelings generated were good ”

**G**rip was hard to come by for the first few laps, and the tyre initially felt heavy to turn. But from this rather inauspicious start, the Continentals soon turned into one of the big surprises of the test. Though the lap time is on the modest side, the feelings generated were good, especially at the rear where there was grip galore. One little slide announced its limits, but this was deep into the test and not representative of the rear as a whole.

The story from the front wasn't as glowing, but there are still positives to take from it. My main problem was that the front liked pushing the bike wide; the fourth gear first turn exposed this most starkly. You can grit your teeth and get used to it, but it's easy to find yourself heading to the rumble strip and backing off.

Elsewhere, the initial heavy turn-in disappears

and you're left with a tyre that copes well with everything below third gear. The complex was dispatched easily, where steering inputs reaped positive reactions. The stiff sidewalls don't encourage bags of feedback, but the availability of grip is broadly understood. Braking wasn't a strong point, and I felt I had to get on the anchors earlier to stop the reaction of the stoppers transferring weight rearward.

This is one of the only tyres that we dropped pressures on, lowering the front by a few psi while still hot. The result was the pushing feeling relented, but was still evident. The run out onto the back straight was now more stable, and I felt more confident holding the throttle to the stop.

Lap times may not reflect the feelings, but Continental has made an excellent tyre here, and with some tweaks on pressure, they can be made to perform alongside its more established rivals.



**PRICE**  
£88 FRONT, £116/£125 REAR  
**CONTACT**  
WWW.CONTI-BIKE.CO.UK

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	4	REALLY HARD WORK TO GET ANY FEELING FROM DURING INITIAL LAPS. NO GRIP.	5	NOT MUCH GRIP FROM THE OFF. I THOUGHT THE TRACTION SKIN THING HAVE MORE EFFECT.
TURN IN	8	QUICK STEERING AND RACY PROFILE ALLOWED FOR RACE TYRE-LIKE ATTITUDE.	8	FINE INITIALLY, THE BOTTOM CORNER FELT GOOD ON ENTRY AND TURNED IT INTO A SWOOP.
SIDE GRIP	7	TOO MUCH GRIP FROM REAR UNSETTLED FRONT IN FASTER TURNS, NOTHING BAD.	6	THE FRONT JUST PUSHES. DISCONCERTING IN TURN ONE. FEEL A SHIMMY FROM THE FRONT IN A TURN.
ACCELERATION GRIP	8	UTTER CONFIDENCE TO DRIVE HARD FROM THE APEX. STABLE AND PREDICTABLE.	8	ONE LITTLE PARP ASIDE, IT FEELS YOU CAN GET ON THE GAS EARLY AND PRETTY HARD. GOOD GRIP.
BRAKING STABILITY	8	ONE OF FEW ROAD TYRES TO ALLOW TRAIL BRAKING. NO FLEX OR SQUIRM.	7	BRAKING EARLIER TO KEEP EVERYTHING IN CHECK. BIKE STARTS TO FEEL LESS RESPONSIVE HERE.
CONSISTENCY	9	GRIP BARELY DROPPED FROM BOTH ENDS. PREDICTABLE AND CONSISTENT.	8	CONSTANT PERFORMANCE THROUGHOUT A SESSION. LOTS OF LAPS IN THE TYRE.
HEAT CYCLE	8	DIDN'T HAVE PRESSURE ISSUES LIKE ROOTSY. GRIP CONTINUED TO IMPRESS AFTER COOLING	7	DROPPED FRONT PRESSURE A LITTLE FOR SECOND SESSION. BETTER RESPONSE. BETTER WARM-UP.
OVERALL	8	AMAZING LAP TIME AND AN AMAZING TYRE THAT REALLY SUITS A LITRE BIKE'S TRAITS.	7	THE REAR IS VERY IMPRESSIVE, THE FRONT IMPROVED WITH LESS PRESSURE.

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
CONTINENTAL SPORT ATTACK 2										
BMW S 1000 RR	1:21.191	153.19	3.97	1.01	14.625	14.313	42.6	41.0	41.30	9.063
KAWASAKI ZX-6R	1:27.586	129.92	4.437	0.71	15.875	15.188	44.1	41.3	41.82	9.188

