

Dunlop

SPORTSMART



“ The front gets better the faster you go and they offer an assured feel ”

Available sizes

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

Weight

Front: 4.42kg
Rear: 6.63kg (180-section)

Time

Tuesday 9.30/10.40am

Temperatures

Ambient: 17
Track: 18

Pressures

Front: 36psi
Rear: 42psi
Hot Rear: 47psi

Tyre Temperature

Front (right/left): 57/50
Rear (right/left): 82/63

Stiffness

Front: 55 Shore A
Rear: 56 Shore A



The SportSmarts must have done a million laps here, and this pair settled into their stride well with no slides, just growing confidence with every corner. This is all with track pressures that are through the roof compared to everything else. We did question them, but that's what the Dunlop test riders prefer...

And who are we to argue when they offer such a solid performance. These tyres felt very well balanced, with impressive levels of grip and stability at both ends. The rear offered a consistent performance with no surprises over the first 15 laps, and then only the most minor of squeaks towards the end of the second session.

The front gets better the faster you go, and although the sidewalls are super stiff, they offer an assured feel. I felt more confident to fly into the



blind first turn on a tighter line, resulting in the earlier application of throttle thanks to the improved confidence over earlier tyres. I started to feel some minor bumps through that turn, but the tyres and suspension soaked them up well. Straight line stopping is solid, although off the upright a slight shimmy is detected that just makes you think twice about asking for more from a tyre that also does the commute.

Steering itself is positive and predictable, and although not as quick as some there's still lots on offer to encourage your entry. Data shows lean angles were shy of most other tyres, and I have no explanation for this because I felt happy on them. They felt assured, safe and relatively fast, I didn't need to ask any more of them. I'd certainly choose them over some quicker rubber for that feeling alone – and all performed on the coldest the track ever got over the three days.

DUNLOP SPORTSMART

The SportSmart is Dunlop's do-it-all tyre, as the firm wanted to blend the best elements of the Qualifier II and RoadSmart to create a tyre that would be as happy in the wet as it was on a trackday. Improved pattern design, multi-tread compounds and the use of its own N-Tec technology. Dunlop use a jointless band (JLB) in its construction, and this promotes good traction in the centre of a tyre thanks to inherent stiffness here. Then the edge of the tyre utilises the N-Tec technology that forms a stable contact patch when the bike is leaning. This means that compounds don't have to be super exotic to get good drive from them, so the SportSmart offers good longevity. The tread pattern is more stable, so the grooves don't close up, giving a more consistent feeling. Wet grip inherently comes from the front. Grip here normally requires soft polymers, but the introduction of silica here reinforces the compound and it's able to last. The abrasion created by the silica is absorbed into the polymer well.



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Time
Tuesday 9.30/10.40am

Temperatures
Ambient: 17
Track: 18

Pressures
Front: 36psi
Rear: 42psi
Hot Rear: 47psi

Tyre Temperature
Front (right/left): 61/60
Rear (right/left): 85/70

Stiffness
Front: 55 Shore A
Rear: 50 Shore A



Dunlop
SPORTSMART



PRICE
£106 FRONT, £140/£145 REAR

CONTACT
WWW.DUNLOPMOTORCYCLE.EU

At the home of its conception, we were expecting big things from the SportSmart. Even in the cooler conditions of the morning, they didn't take long to come up to temperature and within a lap any signs of a new tyre had vanished with zero plastic feel. This was the only tyre that was left at the road pressures recommended by manufacturers. A ridiculous-sounding 42psi in the rear manages pillion passengers, but also shows unbelievable skills on track – and a very quick lap time.

Straight away, the Dunlops felt planted with a massive footprint on the Tarmac and producing lots of outright grip. The SportSmart has a stiff carcass, which means lots of stability and not a lot of squirming on the side of the tyre. The sidewall doesn't capitulate, but there's enough flex in it to produce feedback through the bars.

You have to be smoother on the SportSmart to get the required lines, and running wide when releasing the brake is a sign of the neutral steering and flatter profile – trail braking is sometimes disputed. They require a bit more physical input, but are very well balanced.

I was the picking the bike up after 10 laps after getting progressive slides, but they're not as sketchy as the Avons or S20s. It was spinning but still driving, a nice trait. There were 10 laps of excellent grip from the rear that remained consistent, while the front never moaned. We'd like a little more front grip to match the rear's performance, and there's a dull fold when you start to take liberties with the front-end, and it can all be a bit vague during slower corners at big lean angles. You know exactly where the limits are, however, and that's what makes them work well.

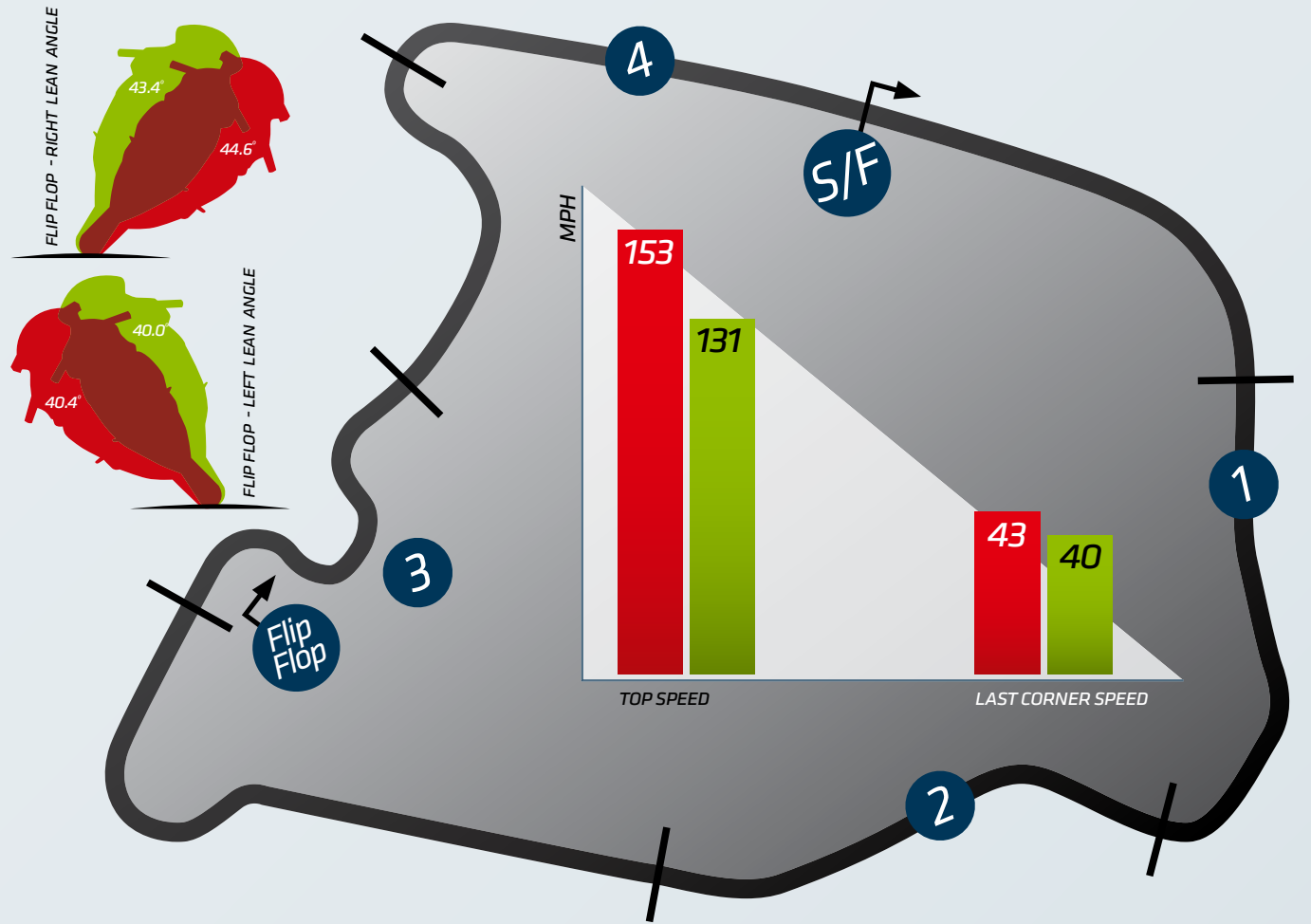
Straight away the Dunlops felt planted with a massive footprint on the Tarmac



The temperature gauge says it all; time for top-off tanning



TEST	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		7	ONE LAP OF BEING STEADY WITHOUT PLASTIC FEEL, THEN ABLE TO PUSH. DON'T LIKE COLD.	7	DECENT PERFORMANCE, AS YOU'D HOPE AND EXPECT - NO SLIDES OR SURPRISES.
TURN IN		6	SIMILAR PACE AS AVON AND S20 BUT MORE STABLE. STILL HAVE TO BE SMOOTH.	8	GENERATES LOTS OF CONFIDENCE, HAPPY TO TURN IN LATER AND LATER TO EXPLOIT TRACK.
SIDE GRIP		7	LARGE FOOTPRINT SUPPLIES CONFIDENCE. VERY STABLE. FRONT HAS SLIGHT FOLD.	8	FEELS VERY PLANTED, BUT YOU CAN EXPLORE A CORNER WITH EASE. LOTS OF GRIP AND FEEDBACK.
ACCELERATION GRIP		7	10 LAPS TO SLIDE BUT PREDICTABLE. GREAT TRACTION FOR ROAD TYRE. 42PSI!	8	NOTHING TO COMPLAIN ABOUT, INDEED, GRIPS TOO WELL, FORCING FRONT TO UNDERSTEER A LITTLE.
BRAKING STABILITY		7	PLANTED, NO MOMENTS, BUT NOT SO WILLING TO TRAIL BRAKE AT BIG LEAN.	7	STARTED TO SHIMMY JUST OF UPRIGHT GOING INTO T2, ELSEWHERE HAPPY TO PUSH MARKERS BACK.
CONSISTENCY		7	GETTING KINDA SQUIRRELLY TOWARDS END OF SECOND SESSION BUT NEVER SKETCHY.	7	SOME SMALL SQUIRMS BY THE END OF EACH SESSIONS. NOTHING MAJOR, JUST A WIGGLE.
HEAT CYCLE		8	NO MOANS. THE SAME GRIP AS FIRST SESSION, JUST STARTED TO TAIL-OFF.	8	SECOND SESSION REPLICATED THE FIRST, HAPPY TO FIND ITS NATURAL PACE, EASY TO STICK TO IT.
OVERALL		7	WE'D LIKE MORE OF AN 'UNSTOPPABLE' FEELING FROM THE FRONT, JUST PERSONAL.	7	NICE, BALANCED TYRE. FRONT AND REAR WORK WELL TOGETHER. NO STAND OUT FEATURE.



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
DUNLOP SPORTSMART										
BMW S 1000 RR	1:21.983	153.99	3.938	0.81	14.937	14.128	44.6	40.4	43.26	9.375
KAWASAKI ZX-6R	1:27.172	131.04	4.312	0.88	15.875	15.021	43.4	40.0	40.86	9.437