



Dunlop's Jamie Davies was watched 24/7 for any non-Dunlop nobbling...



We should have tested the M5 Interact, but it was Metzeler's choice to send the K3 Racetec. The OE choice for BMW on the S 1000 RR, it wasn't a surprise the K3 performed so well. It's also a notch up from the other road-based rubber in most aspects and the first tyre to bring ground clearance issues through the extra grip it brings to the table.

It took a good lap before any confidence came, and even the wind shook the Racetecs when box-fresh. But the K3s soon become part of the Tarmac with oodles of outright grip. You just have to figure out how to extract the grip in the right areas.

You can really lean on the front, on and off the throttle. It's obvious the BMW has had some fine set-up during development with these hoops fitted. Everything feels natural.

Side grip is epic, you could bet a bollock on it. The soft carcass construction becomes a little issue, particularly from the rear, as excessive carcass movement ignites some instability. The K3s back up the grip with feedback, and oodles of warning through squirm.

The rear drives well, though, especially when the bike is off the side of the tyre. Progressive slides from the softness become the norm, and then the rubber sinks into the surface and grips again.

There's not a lot between the full-blown race tyres and the K3's steering ability. Yes, it's a little slower to turn-in, but we know first-hand it works on the road despite its sharp profile, and you can put the bike anywhere required on track. It's only while thrashing at ten tenths that you'll notice any differences between the K3 and K2.

Longevity wise, after three laps the rear's grip dropped off enough to knowingly reduce lap times, but the levels did plateau.

Side grip is epic, you could bet a bollock on the Racetec K3s

Available sizes
120/70ZR17
180/55ZR17
190/55ZR17

Weight
Front: 4.06kg
Rear: 6.22kg (190-section)

Time
Tuesday 10.40/11.30am

Temperatures
Ambient: 17
Track: 19

Pressures
Front: 31psi
Rear: 28psi
Hot Rear: 35psi

Tyre Temperature
Front (right/left): 57/55
Rear (right/left): 90/70

Stiffness
Front: 51 Shore A
Rear: 51 Shore A

Metzeler

RACETEC INTERACT K3



No matter where AI looked, he still couldn't find a lap time in there...



The hardest part of the entire test was the obstacle course

My natural instinct is to smell a bit of a rat here, because in my own head I was expecting to roll out a set of Interact M5s. Metzeler argue that as the K3 is the OE rubber on the BMW S 1000 RR, along with the SportAttack 2, it goes in this pile. I'm still not convinced, and the M5 is a decent enough tyre. Pirelli's Rosso Corsa was hardly disgraced here, so there's little to hide, so why rouse our suspicions?

But there's no denying that they perform with aplomb. Grips builds from the first corner, feeling natural as you go from turn to turn. Once you're happy, and that only takes a lap or so, you can really pull the pin.

The most obvious trait of the K3s is the speed at which they turn. It's not flighty, just positive right down to the shoulder, and when it's settled there



the K3 generates lots of feedback thanks to the soft sidewall soaking up everything that's going on beneath it. Direction changes are impressively easy, bar a big tank slap in the middle of the complex hard on the gas. There's lots of lean once you get the bike turning, and despite the sharp profile, it settles into a corner well and is consistent through to the point you start picking the bike up. Braking exposed no issues here.

Out back, there's lots of grip to exploit enabling you to power hard out of all the turns. I saw speeds being upped onto the back straight as my confidence in the rear sticking grew. Performance here didn't drop off either, and the second session felt every bit as good as the first.

The K3s made riding hard feel easy, and with no issues front or rear it's no surprise it scored well, and though it wasn't the fastest of its ilk there really wasn't much in it. It's certainly better than I was.

There's lots of grip to exploit, enabling you to power hard out of all the turns



PRICE
£110 FRONT, £139/£149 REAR
CONTACT
WWW.METZELERMOTO.CO.UK

Available sizes
120/70ZR17
180/55ZR17
190/55ZR17

Weight
Front: 4.06kg
Rear: 6.02kg (180-section)

Time
Tuesday 10.40/11.30am

Temperatures
Ambient: 17
Track: 19

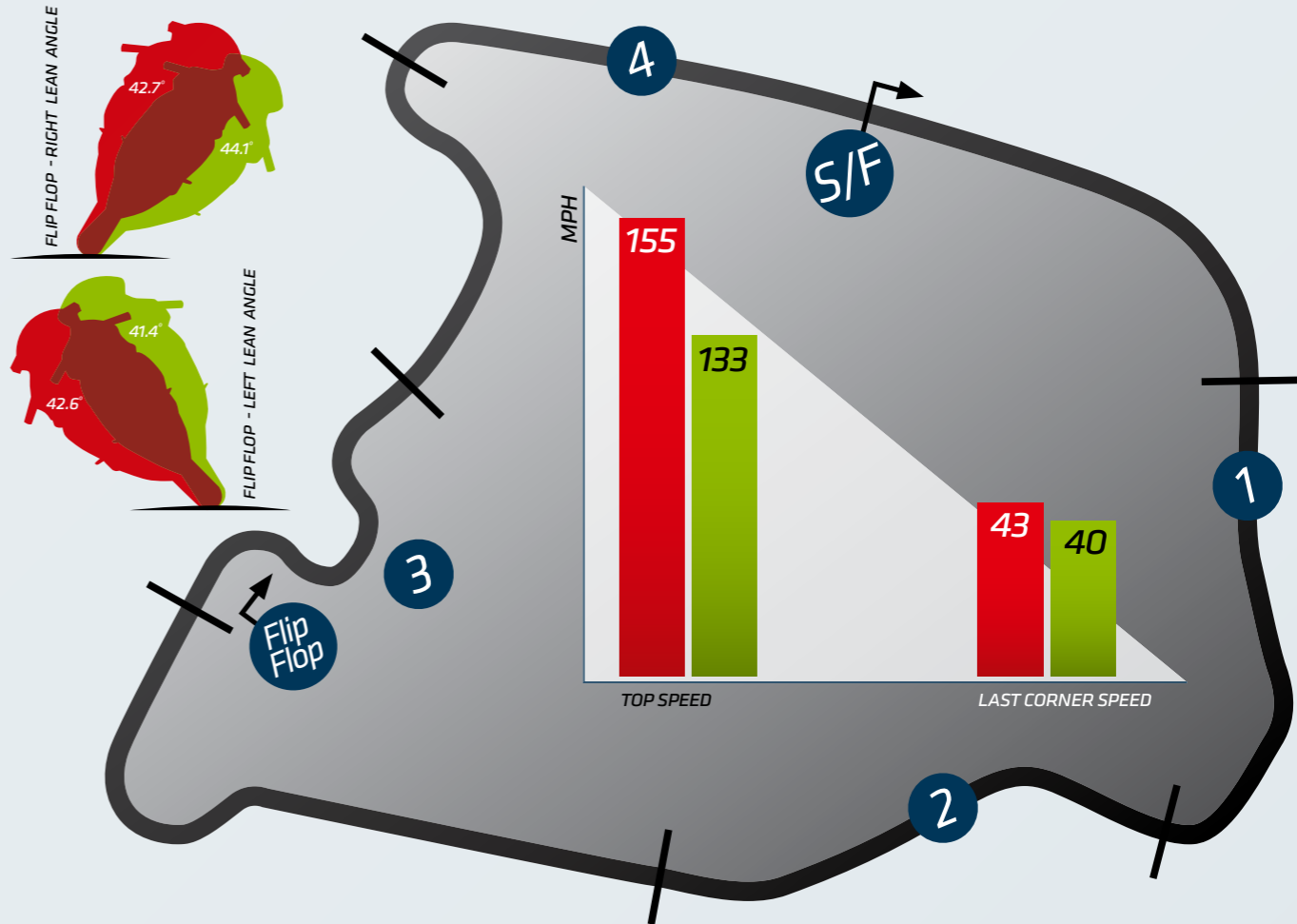
Pressures
Front: 31psi
Rear: 28psi
Hot Rear: 34psi

Tyre Temperature
Front (right/left): 52/48
Rear (right/left): 82/61

Stiffness
Front: 51 Shore A
Rear: 52 Shore A

Metzeler
RACETEC INTERACT K3

Metzeler



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
METZELER RACETEC K3										
BMW S 1000 RR	1:21.766	155.49	4.125	0.73	14.813	14.405	42.7	42.6	43.53	8.765
KAWASAKI ZX-6R	1:24.902	133.57	4.250	0.77	14.968	13.982	44.1	41.4	40.77	8.502

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	TOOK A WHILE TO OBTAIN NORMAL THROTTLE. WIND UPSET THEM WHEN FRESH.	8	YOU GO OUT AND FIND MORE AND MORE GRIP. NO SLIDES, NO MOMENTS, JUST HOW IT SHOULD BE.
TURN IN	8	NICE BLEND OF SPEED AND BALANCE. PROGRESSIVE AFTER THE INITIAL LEAN.	8	EASY, LIGHT AND POSITIVE. EASY TO TURN-IN TOO EARLY THANKS TO PROFILE, BUT ADJUSTS EASILY.
SIDE GRIP	8	STICK IT IN AND REVEL IN THE GRIP. FIRST TYRE TO HIGHLIGHT GROUND CLEARANCE.	9	LOADS OF LEAN THANKS TO LOTS OF CONFIDENCE ON ITS EAR. LIKES LONG CORNERS MORE.
ACCELERATION GRIP	8	ONLY LOST OUT TO THE SPORTSMART ON LAP TIME DUE TO LESSER DRIVEABILITY.	9	VERY IMPRESSIVE, GREAT DRIVE EVERYWHERE. EVEN ON BIG LEAN IT SOAKS UP THE THROTTLE.
BRAKING STABILITY	8	BEST ROAD TYRE ON THE BRAKES. TRAIL BRAKING GOD IN COMPARISON. DIGS IN WELL.	8	GOING FASTER INTO TURNS, BUT PULLING UP WITHOUT A BIG SONG AND DANCE.
CONSISTENCY	7	REAR GRIP ELUDED US AFTER SEVERAL LAPS BUT STAYED CONSISTENT THROUGHOUT.	8	VERY LITTLE DROP OFF IN GRIP LEVELS, THE TINIEST OF SQUEAKS DETECTED AT THE END OF A SESSION.
HEAT CYCLE	9	DON'T LIKE COLD BUT GRIP LEVELS STAYED CONSTANT AND TIMES WERE JUST AS QUICK.	9	SECOND SESSION JUST REPEATED THE FIRST, YOU CAN EXPLORE NEW AREAS OF THE TRACK, TOO.
OVERALL	8	IT'S DIFFICULT NOT TO COMPARE THE K3 WITH THE K2, WHICH HINDERS THE OUTLOOK.	9	GREAT TYRE, CAPABLE OF ALMOST ANYTHING. BUT THE BIKE WHEREVER YOU WANT TO ON TRACK.