

# Avon

## 3D ULTRA XTREME



Al and the Beemer daub illiterate graffiti all over Mireval's surface...



**T**his was our first proper test of the tyre that's straight out of Melksham, as the launch in Spain was a washout. We had kneedown and were searching for grip within a lap at Mireval. It's very natural from the off thanks to its softness and plush state of construction. Encouraging signs from a track tyre. The front felt brilliant and continued in this form buried balls deep into a turn, with masses of confidence and a world apart from previous Avon rubber. There's no doubting its corner speed and big-lean aptitude, although there isn't the ultimate assurance of some of the bigger brands when you're giving it ten-tenths. The rear was very unpredictable after two laps, and inconsistent during the same corner on different laps, which is why the laptime was so poor. The reaction from the arse-end on throttle was different,

and drive from the apex completely vanished after just two laps. It gripped, shuffled, slid and then gripped again. I couldn't ride the BMW like a BMW but smooth lines helped the Avon out a little. Side grip off the throttle was very good initially at both ends. The profile and stability from the front lends quick steering – yet it's progressive – and it's lovely through the flip-flop section – one of the best when the throttle wasn't open. Turn-in is neutral and rapid, but carcass movement from both ends hampered the confidence to push. The sidewall is very soft and didn't react to heat, although the Xtreme was cooler than the Supersport derivative. The only time the front complained was on brake release, with a slight fork pump when grip would yo-yo. The rear simply had too much carcass movement – are the 3D sipes too much for race tyres and foreign heat? I think there's more work to do if Avon wants to go racing again.

### Available sizes

120/70ZR17  
180/55ZR17  
190/55ZR17

### Weight

Front: 3.93kg  
Rear: 7.11kg  
(190-section)

### Time

Wednesday  
2.45pm

### Temperatures

Ambient: 24  
Track: 30

### Pressures

Front: 30psi  
Rear: 28psi  
Hot Rear: 37psi

### Tyre Temperature

Front (right/left): 60/58  
Rear (right/left): 74/94

### Stiffness

Front: 58 Shore A  
Rear: 54 Shore A



### AVON 3D XTREME

The 3D Xtreme is Avon's road legal track tyre, recommended for track activity. Visually, the main difference is the aggressiveness of the tread pattern, but Avon keep the 3D sipes in this tyre to encourage better warm-up times. Elsewhere, it shares many construction features with the Supersport version, with a softer Nano carbon tread compound. The Tri compound feature is also used, with its undertread base working to prevent excessive heat build-up. Advanced Tread Arc Combination varies the tread profile across the tyre to optimise handling and stability, so the curve angle of the contact patch changes three times over the profile to ensure maximum grip at all angles. At maximum lean, the tyre's footprint has been designed to be as large as possible. Size-wise, Avon has limited this to 180 and 190-section rear tyres. You're unlikely to see these on track thanks to Avon's limited budgets, but this is where the Xtreme is pitched. As ever, the Avons compete well when it comes to price.



This is where the action was at

“The front felt brilliant and continued in this fine form, buried deep into a turn”



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

**Weight**  
Front: 3.93kg  
Rear: 6.68kg (180-section)

**Time**  
Wednesday 2.45p

**Temperatures**  
Ambient: 24  
Track: 30

**Pressures**  
Front: 30psi  
Rear: 28psi  
Hot Rear: 37psi

**Tyre Temperature**  
Front (right/left): 61/58  
Rear (right/left): 102/78

**Stiffness**  
Front: 55 Shore A  
Rear: 52 Shore A

# Avon

3D ULTRA XTREME

Like with the 3D Ultra Supersport tyre, this tyre's strengths don't hide enough of the weaknesses. Sure, it's a good tyre capable of decent deeds, but it's the way it goes about its business that doesn't endear itself to me.

On the plus side, it warmed up well, and there's a great amount of grip from the rear. Turn in was positive and quick, without upsetting stability, but there were some 'buts'. I have one main problem with the Xtremes (other than their spelling). It's that under acceleration the grip the Avons dole out seems to be done in stages, causing a feeling of the bike shuffling out of a corner. It seems to load and unload the rear, probably a consequence of good grip, but the net result isn't as smooth and consistent as with other tyres. This causes a slight hesitation with your bravery during initial throttle pick-up, but once you're aware of the sensation it can be incorporated into your riding. Indeed, the Avon's saw some big speeds onto the back straight. Probably due to the sipes on the tyre, this generated my biggest tyre temperatures by quite some distance.

Under acceleration the grip the Avon Ultra Xtremes dole out seems to come in stages, causing the bike to shuffle

Braking caused more movement than with other tyres, and this was executed earlier than before to keep the rear in check. It's the front that generates more confidence here, and is capable of turning and keeping a line with the rest of the track-based pack. Feel generates lean, and at no point did the front communicate anything but positive messages. Some more work with the rear and Avon will have truly cracked it. As is, this remains a tyre that I'd happily buy – but only if there was clear water price-wise between this and its rivals because there isn't a truly compelling reason to go out of your way to buy a set – unless you want to buy British!



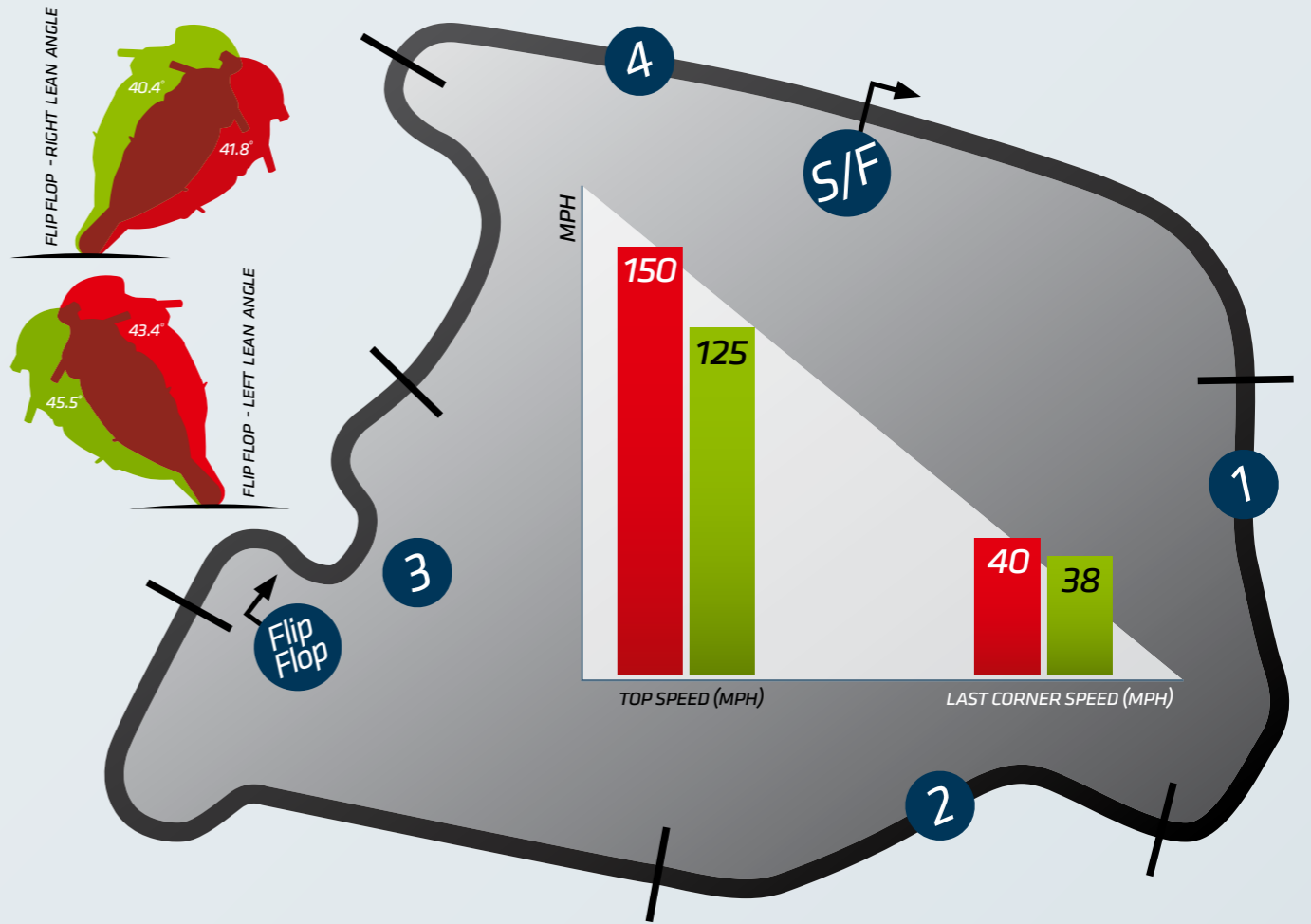
Avon Xtremes get the job done, but not in the most conventional fashion



**PRICE**  
£108 FRONT, £150/£152 REAR

**CONTACT**  
WWW.AVON-TYRES.CO.UK

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		8	ONE OF THE BEST RACE TYRES TO WARM UP. SOFT AND PREDICTABLE.	7	GOOD, CONSISTENT, EVERYTHING'S READY AFTER A LAP. NO SURPRISES FROM EITHER END.
TURN IN		8	NEUTRAL AND QUICK ENOUGH BUT CARCASS MOVEMENT SLOWS DOWN STEERING.	8	CONSISTENT AND POSITIVE, LOTS OF COMMUNICATION. NOT SUPER FAST.
SIDE GRIP		7	AGAIN, CARCASS MOVEMENT HINDERS GRIP FROM FRONT. POOR REAR GRIP ON GAS.	7	FRONT'S NICE APART FROM SOME WANDERING AT SPEED ON THE QUICKER CORNERS.
ACCELERATION GRIP		5	QUALIFYING TYRE PERFORMANCE. AFTER FEW LAPS, BIKE NEEDS TO BE UPRIGHT.	6	THERE'S PLENTY OF GRIP, BUT IT SHUFFLES DOING IT. DISCONCERTING OUT OF FIRST CORNER.
BRAKING STABILITY		7	A LITTLE UNSTABLE DUE TO CARCASS FLEX. SLIGHT FORK POGO ON BRAKE RELEASE.	7	YOU CAN FEEL THE SIDEWALL FLEXING, NOT KEEN ON TRAIL BRAKING INTO LAST LEFT.
CONSISTENCY		5	FRONT, NO PROBLEMS. REAR VARIED DEPENDING ON GAS, HEAT AND CORNER.	6	AT LEAST THE UNPREDICTABILITY OF ACCELERATING IS PREDICTABLE. SHOULD LAST OK.
HEAT CYCLE		na	BMW'S LOVE FOR PAD MUNCHING ENSURED WE ONLY MANAGED A SESSION...	na	THE BRAKE PADS CALLED AN EARLY END TO THE AVON TEST - OR RATHER THE LACK OF THEM DID...
OVERALL		7	EXCELLENT FRONT TYRE LET DOWN BY POOR PERFORMING REAR GRIP.	7	PERFECTLY DECENT TYRE ONCE YOU GET OVER THE WANDERING AND SHUFFLING EXPERIENCE.



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
AVON 3D ULTRA XTREME										
BMW S 1000 RR	1:22.163	150.64	4.01	0.81	14.803	14.187	41.8	43.4	40.50	9.439
KAWASAKI ZX-6R	1:25.001	125.94	5.00	0.92	14.688	14.813	40.4	45.5	38.23	9.313