

Bridgestone

BATTLAX R10

Available sizes

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

Weight

Front: 3.74kg
Rear: 5.98kg (180-section)

Time

Wednesday 12.30/2pm

Temperatures

Ambient: 22/23
Track: 27/33

Pressures

Front: 30psi
Rear: 25psi
Hot Rear: 34psi

Tyre Temperature

Front (right/left): 62/61
Rear (right/left): 95/72

Stiffness

Front: 46 Shore A
Rear: 48 Shore A



The first sensation of the R10s isn't good – even in a straight line they feel wrong. But I've felt this before and within two laps the tyre transforms. Once they're warm, the R10s really deliver.

Offering a great balance between front and rear, they make a bike feel composed and you don't have to compromise your riding for anything. The acceleration grip is outstanding, the toffee-like compound sticking like glue to every exit. The consistency and feel from the rear gives you the freedom to start exploring the outer edges of the track, driving hard to every rumble strip without fear that it will ever be transgressed. Out of the complex, I was hitting the rev limiter on the climb up to the last left, such was the drive from the rear – and the feel from the front. One small slide in the



complex was enough to find my limit in the second session, but it was so progressive that only the flag prevented me from exploiting this limit further.

The front feels every bit as grippy as the rear, allowing deep turns, big lean and huge smiles. Steering is positive, and though not as fast as the Pirellis, you don't get that knife-edge feel,

either. The front would shake its head on corner exits, mainly from so much drive at the rear, so some more set-up time would get this seriously sorted. Occasionally, it would pick up a bump between the left and right of the complex, engaging the steering damper in the process, but otherwise it was rock solid.

This is in my top three, even if the lap times don't reflect this. I'd rather have the secure, feeling of the R10s than anything more flighty or less consistent. I'm not a racer, I just don't want to crash on a trackday, and the R10s provide this security.

BRIDGESTONE BATTLAX R10

Unlike the S20, Bridgestone make no claims about the R10s road performance. Although homologated for the road, this is essentially a track tyre and Bridgestone market this as a road legal supersport/superstock tyre. A mono-spiral belt uses high-tensile filaments to improve handling precision. Profiles are much sportier than with the S20, allowing quicker and more accurate steering. Tread pattern is undeniably racy, with the 3D grooves engineered to provide stability under braking and ensuring a cleaner corner entry. The pattern also ensures rigidity under power for maximum traction out of a turn. Compound construction and the use of new materials gives more consistent performance throughout the life of the tyre. Compound-wise, there is a medium option for the front and at the rear, both sizes (only a 180/55 and 190/55 are offered) come in both a hard and medium compound. Thanks to the compound's ability to work across temperatures, there's no need to offer more.



A-Force points out which cubicle to avoid...

🏠 The consistency and feel from the rear gives you the freedom to explore 🗨️



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

Weight
Front: 3.74kg
Rear: 6.18kg (190-section)

Time
Wednesday 12.30/2pm

Temperatures
Ambient: 22/23
Track: 27/33

Pressures
Front: 30psi
Rear: 25psi
Hot Rear: 34psi

Tyre Temperature
Front (right/left): 70/63
Rear (right/left): 109/85

Stiffness
Front: 46 Shore A
Rear: 45 Shore A

Bridgestone
BATTLAX R10



If you want a tyre to destroy apexes, the R10 is the one

The Bridgestone R10, for me, is the best road-legal supersports tyre on the market. It combines the ultimate grip, feel, steering, and stability without sacrificing too much on the longevity front. It takes a few laps and heaps of patience to scrub-in a set of R10s. Even in a straight line, it's like riding on marbles laying on ice. They're by far the worst rubber from new, but this is a tyre well worthy of warmers. If you can, invest in a set.

Outright grip is epic from both ends. The front was part of the French Tarmac, and felt like I could do anything, anywhere. You go past the boundaries of a road bike and live life in the hands of the tyres. The rear slides and drives throughout the profile of the tyre, and is not as dug-in or stable as the Dunlop or Michelin. It gets a little drifty after 10 laps but lasted longer than most other race tyres.

Side grip is solid, rigid, and the R10s track smoothly. With barrels of mid-corner grip, ground clearance was a major issue at places where other tyres simply weren't affected.

The rigidity obviously aids steering without being too stiff. Some racers complain about the profile, but the R10 is quick and precise, and it doesn't get any better on a road bike. There's plenty of confidence to ram it in with pace, and clinical precision lets you get on with the concentration bit.

There's a bit of flex with the rear on its side, and it's not as confident on the throttle as the Dunlop D211 GP Racers. As you may have realised by reading this test, there are very few pairs of tyres that fully work in unison. The R10s work together like Torvill and Dean.

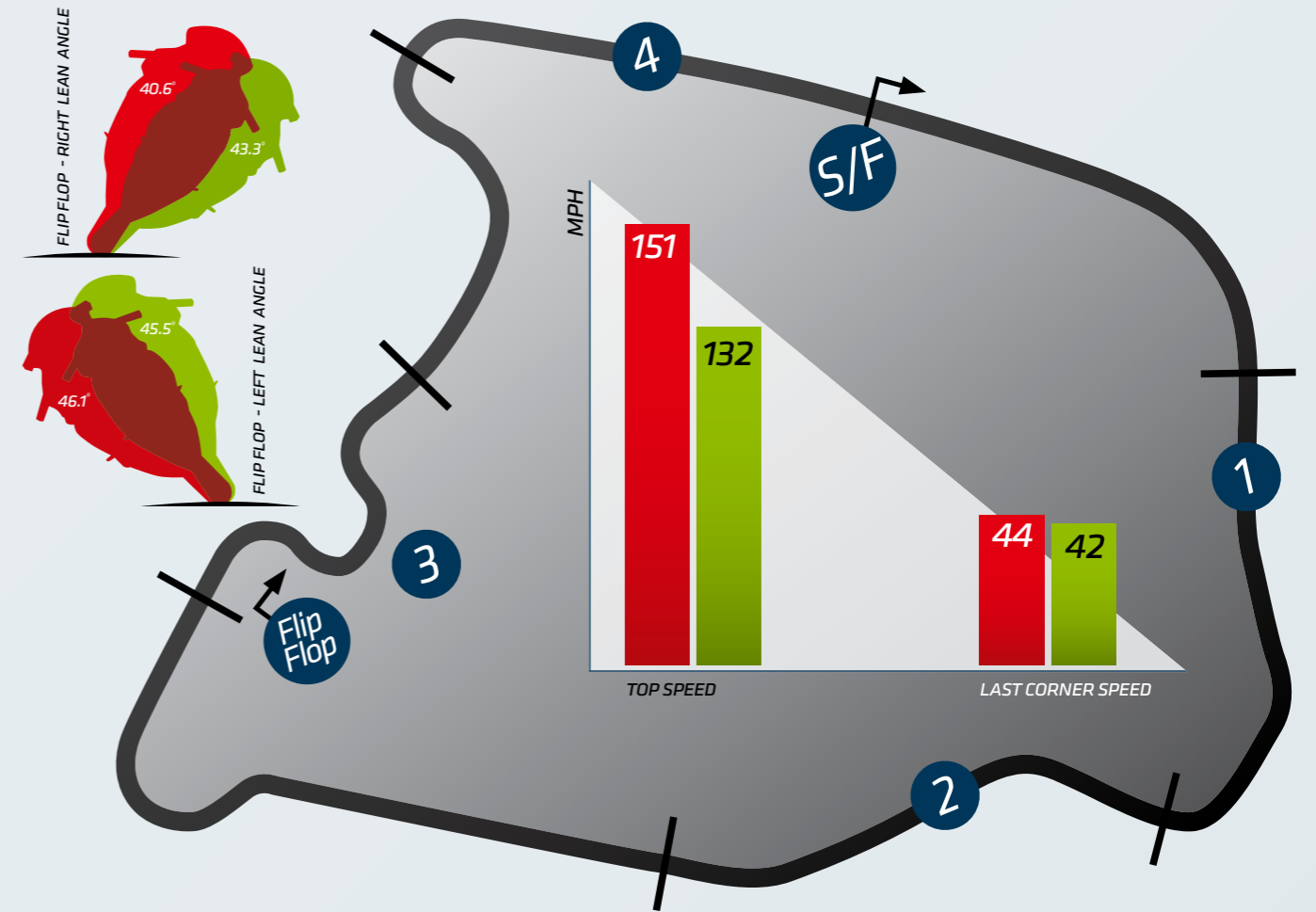
With 109 degrees in the rear hoop, the R10 was the hottest on test, and had a massive 9psi difference in cold and hot pressure. The front was still in the 70s, which was also higher than most.

You soon go past the boundaries of a road bike and live life in the hands of the tyre



PRICE
£113 FRONT, £154/£155 REAR

CONTACT
WWW.BRIDGESTONEBIKERSCLUB.CO.UK



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 R10										
BMW S 1000 RR	1:19.187	151.75	4.002	0.98	14.062	13.983	40.6	46.1	44.90	8.750
KAWASAKI ZX-6R	1:24.297	132.70	4.375	0.85	14.063	14.751	43.3	45.5	42.26	8.510

RIDER	SCORE OUT OF TEN	TEST	SCORE OUT OF TEN
BMW S 1000 RR ALASTAIR 'A-FORCE' FAGAN		KAWASAKI ZX-6R SIMON 'ROOTSY' ROOTS	
WARM UP	2	WRONG, BLOODY WRONG, ALL LEVELS OF WRONGNESS. BUY SOME WARMERS.	4
TURN IN	10	DOESN'T GET ANY BETTER. PACE AND STABILITY ALLOWS PRECISION.	9
SIDE GRIP	9	NOT AS PROLIFIC AS SC2/K2 ON THE FRONT BUT PLANTED. NO SCARES OR SHIMMIES.	9
ACCELERATION GRIP	9	CONSISTENT GRIP, DRIVES WELL FROM APEX. NOT AS PERFECT AS THE GP RACER.	9
BRAKING STABILITY	10	STABLE, DEPENDABLE, TRAIL BRAKING GOD. LOADING THE FRONT ISN'T AN ISSUE.	9
CONSISTENCY	10	YOU KNOW EXACTLY WHAT'S GOING ON, EVEN AFTER 10 LAPS WHEN GRIP DROPPED OFF.	10
HEAT CYCLE	9	GRIP DIDN'T CHANGE FOR SECOND SESSION. TIMES WEREN'T TOO FAR OFF, EITHER.	9
OVERALL	10	LOOK AT THE LAP TIME. EVERYTHING YOU'LL EVER NEED FROM A RACE TYRE.	9
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