

Dunlop

GP RACER D211



While Dunlop's SportSmarts ran road pressures on track, the D211s were clearly on rations at the rear, with the N-Tec construction only

requiring 17psi in the rear. And the first laps felt that everything was wrong, with it taking two laps to feel comfortable.

But once it got that introduction out of its system, the D211s just got better and better. And then better. Both front and rear felt fabulous, transforming the ZX-6R into a truly dynamic package. In the faster, longer turns it was the first time the peg decked out, and getting on the gas generated so much force on the shock that the front really got flappy on a number of occasions. I was happy with the set-up on the bike, bar for a few tyres that

merited more work, the D211s were one such tyre. The front allowed me to explore the track more, arcing deep into the bottom right turn and allowing me to be my most aggressive through the next left. The left in the complex felt slow and clumsy on some tyres, but it felt so natural on the



Dunlops thanks to the confidence at big lean angles. Adjustments are easily made to factor in changes in speed or line.

The harder dual compound in the middle of the tyre supports the front well under braking, and it takes a lot of lean to get the softer part to move much more.

A couple of squirms onto the back straight, taken flat out in fourth, brought me back to reality, but generally this was proper piss taking territory. I found myself on the paint on exits lap after lap, but perfectly happy treading the fine line between Tarmac and terror. Almost total control.

🏠 The left in the complex felt so natural thanks to the confidence at big lean angles 🗨️

Available sizes

120/70ZR17
160/60ZR17
180/55ZR17
190/55ZR17
200/55ZR17

Weight

Front: 4.75kg
Rear: 6.68kg (180-section)

Time

Wednesday 9.45/10.50am

Temperatures

Ambient: 18
Track: 15

Pressures

Front: 30psi
Rear: 17psi
Hot Rear: 24psi

Tyre Temperature

Front (right/left): 60/54
Rear (right/left): 91/74

Stiffness

Front: 49 Shore A
Rear: 49 Shore A



DUNLOP GP RACER D211

Born from the D211 race product, the GP Racer is tamed a little for road-legal use, but the intention remains the same – to provide constantly low laps. The rear uses N-Tec construction (short for, er, New Technology), which features a nylon carcass overlaid with two nylon breaker belts and aramid fibre belt. This provides cooler running and decent straight line stability, while the steel bead offers improved feel at the edge. The D211 GP Racer is a multi-compound tyre at the rear, using seven tread zones, hard in the centre, soft at the edges, and separated by a support region to cope with the meat of a bike's drive. The front tyre is also multi-compound and uses two nylon carcass lies and an N-Tec steel bead to improve stability under braking and at decent levels of lean. The N-Tec feature enables very low levels of pressure to be run, and the less pressure you run the bigger the contact patch will be – maximum grip has been engineered in at 50-degrees. Three compounds are available, a soft, medium and endurance.

Available sizes

120/70ZR17
160/60ZR17
180/55ZR17
190/55ZR17
200/55ZR17

Weight

Front: 4.75kg
Rear: 6.63kg (190-section)

Time

Wednesday 9.45/10.50am

Temperatures

Ambient: 18
Track: 15

Pressures

Front: 30psi
Rear: 17psi
Hot Rear: 24psi

Tyre Temperature

Front (right/left): 70/63
Rear (right/left): 95/75

Stiffness

Front: 48 Shore A
Rear: 48 Shore A



Dunlop
GP RACER D211

What the bloody hell is N-Tec? It's just a FLA to us mere mortals. Any tyre that can run 17psi at the rear and offer what the GP Racer D211 offers has to be slightly intelligent, and the N-Tec theory works. A stupidly low pressure in a stupidly stiff carcass allows a large footprint as long as there's temperature in the rubber. The D211s take ages to warm-up, and although not as sketchy as the R10s, it took three laps to get kneedown and any confidence to push.



Pressures and technology aside, the standout feature is the rear-end grip, and how the GP Racer drives from apex to exit with utter stability. This was the only tyre that drove cleanly from throttle application all the way to clipping the kerb on the outside of the circuit. You can get on the gas harder

and sooner with these puppies. Rather than sliding, the shock pumps because of the glue-like compound, and grip only dropped-off after nine laps, the rear starting to spin slightly.

Such as the intensity of the grip, the front was pushing due to the rear's stickiness. We were using the Endurance (hardest) compound but we wouldn't want for any of the stickier compounds available.

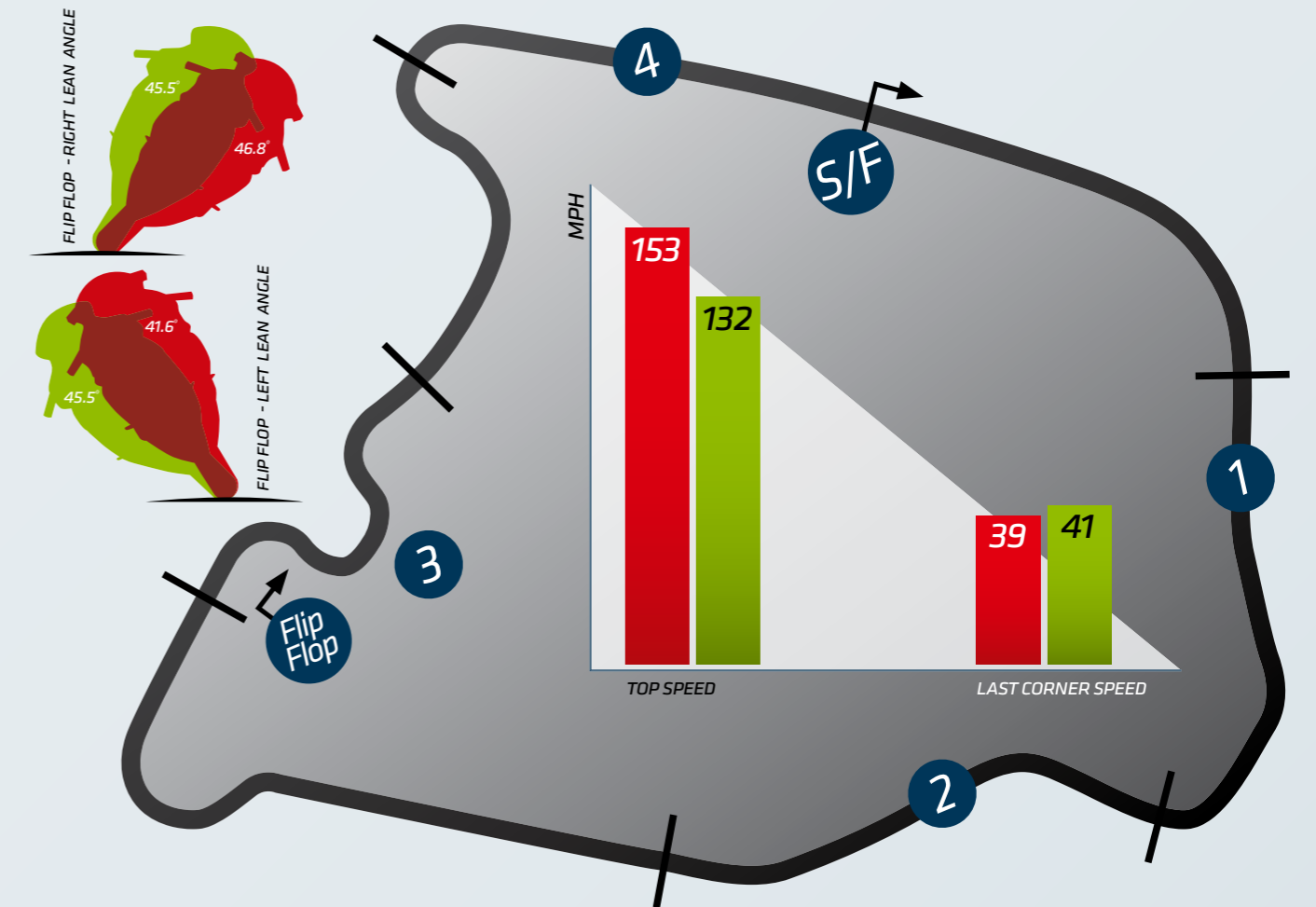
Steering is quite slow/progressive for a track tyre, and we had to hustle it more than its rivals. The D211 gradually feeds into a turn, rather than falling in and has a very neutral profile at the front. With all the glitz and glamour coming from the rear, the front can feel a little vague right on the edge, off the throttle. Overall feedback and limitations aren't as obvious as most of the other tyres because of the lack of movement, but you just have to trust the Dunlop's insane amount of outright grip.



PRICE
£125 FRONT, £155/£160 REAR
CONTACT
WWW.DUNLOPMOTORCYCLE.EU

You just have to trust in the Dunlop D211's insane amount of outright grip

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	4	NOT SURPRISINGLY, 17PSI FEELS WEIRD WITHOUT HEAT IN THE TYRE. LONG WARM UP.	5	THEY FEEL VAGUE FOR AT LEAST A LAP, YOU HAVE TO BUILD THINGS UP SLOWLY.
TURN IN	8	WHAT IT LACKS IN PACE, IT MAKES UP FOR IN CONTROL AND STABILITY. MINT IN FAST STUFF	9	NOT ULTRA RAPID, BUT THERE'S STACKS OF CONFIDENCE THERE. VERY EFFICIENT TO TURN.
SIDE GRIP	9	STABLE AND LASHINGS OF GRIP OFF THE THROTTLE. ABILITY TO HOLD A PERFECT LINE.	9	LOVELY IN LONG TURNS WHERE YOU CAN REALLY GET A LEAN ON. FRONT GETS FLAPPY ON EXIT.
ACCELERATION GRIP	10	UNRIVALLED DRIVE AND GRIP AT ANY PART OF THE REAR TYRE'S PROFILE. NO SQUAT.	9	ONE ISSUE, OTHERWISE 20 STORMING LAPS. SO MUCH GRIP THE FRONT LIFTS TOO EASILY.
BRAKING STABILITY	9	STABILITY IS THE KEY. NO FLEX TO WORRY HARD BRAKING, TRACKS SURFACE WELL.	9	LOVELY AND STABLE, SOAKS UP BUMPS WELL AND ALLOWS JUST ENOUGH REAR MOVEMENT.
CONSISTENCY	9	IF ANY TYRE HAD A MAGIC TEN, IT'D BE THE BEST TYRE IN THE WORLD. SO PREDICTABLE.	9	WOULD BE A TEN WERE IN NOT FOR A FEW LITTLE SQUIRMS GOING ON TO THE BACK STRAIGHT.
HEAT CYCLE	9	GRIP DROPPED BEFORE SECOND SESSION BUT CAME BACK. NOT SO NEEDY ON WARM UP.	9	CONSISTENT LEAN ANGLES AND GRIP LEVELS DEMONSTRATED THROUGHOUT SECOND SESSION.
OVERALL	8	QUICK TIME, AMAZING TRACTION, AND WELL BALANCED, BUT LIKE MORE FROM FRONT.	9	SO MUCH DRIVE FROM THE REAR, THE SHOCK GETS SWAMPED. WITH SET-UP IT'D BE STUNNING.



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
DUNLOP GP RACER D211	MINS	MPH	SECONDS	FORCE (g)	SECONDS	SECONDS	DEGREES	DEGREES	MPH	SECONDS
BMW S 1000 RR	1:20.217	153.39	4.062	1.02	14.125	14.312	46.8	41.6	39.4	8.003
KAWASAKI ZX-6R	1:23.578	132.27	4.125	0.79	15.125	14.562	45.3	45.5	41.3	9.250