

PIRELLI ANGEL GT

Pirelli's Angel GT is the manufacturer's premium sports touring offering, created to provide the best dry and wet performance for the life of the tyre.



When Pirelli introduced the Angel ST back in 2009 it was a fairly revolutionary tyre. Other brands were also moving into the same type of market – sports-like performance with touring wear levels. The market came about as the global financial crisis hit pockets all over the world. This left riders wanting more value for their hard earned and for many, took away the luxury of having a set of track tyres for ride days or weekend scratching and a set of touring tyres for those long trips. A tyre that did both with good performance was needed and the Angel ST was a great tyre. We tested the Angel ST on our Hayabusa, our XJR1300 and on a GSX-R1000 and had good mileage and performance. We managed 12,000km on the XJR, including multiple track days and some drag racing, plus Mick Withers commuted 200km per day on them. There is no arguing the value there. I tested the sporty aspect of the tyres and found them OK on the street but limited by the profile being too slow in the steering and the rear tyre being too square in construction. The edge grip feel was also a limiting factor. However, for the new generation – the Angel GT, these issues have been addressed with great success.

Our test of the new Angel GT comprised of a fantastic 250km road ride through the hills and hinterland west of Surfers Paradise, out west of Brisbane and onwards to Morgan Park Raceway for an afternoon on the racetrack. It was a perfect mix of conditions to sample the tyres on a wide variety of bikes.

The tyres fitted to our test bikes were brand new, un-scrubbed and the morning was cool. We headed up a freeway to start the ride, with around 20-minutes of straight road before turning off for the twisties, following Pirelli's awesome lead rider John Finn, we were into it at a decent pace from the first corner (within legal speed limits of course, officer). The first thing I noticed was the scrub-in. Two or three corners of taking up lean angle with a bit of finesse and the tyres were rock solid. Also instantly noticeable is the improvement in rear tyre profile. The flat slow steering of the ST is gone and the new GT profile is much sportier. Problems of old solved.

We continued on through a few mountain ranges with corners varying from 35ers to 75ers recommended and the GTs were sensational. Great feel, particularly from the rear and a solid feel from the front. Very confidence inspiring and in my opinion better than any pure sports rubber on the road. The wider optimum temperature operating range of the GT means you are in good hands at all times from cool to hot and you always have good grip if the road surface is unpolluted. Sports tyres only work in a narrow window and outside of that they tear up or slide, or both.

Braking into turns on the road, the GT offers good feel and feedback from the side of the tyre and solid feel when braking upright. The rolling feel of the tyre is really nice and smooth and bump absorption is great – they really smooth out the ride and add to the experience of riding a nice, well sorted motorcycle.

Once at the circuit we got to try a wider range of bikes and to say the Angel GT was impressive would be the understatement of the year. I think all of us were surprised, particularly those of us who are racers.



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were on a sports touring tyre, seriously, we were going flat chat!

The grip level of the GT was fantastic and the throttle could be opened hard while at full lean, with no movement in the rear whatsoever. Edge grip is superb and front stability on the brakes a real strong point. Don't expect the same intimate feel from the front carcass as you get from a sports tyre but be assured that the edge grip is there and is surprisingly solid.

In terms of handling, the profiles are more sports than touring and therefore sharp, accurate yet progressive and predictable steering is offered by the Angel GT.

After around 10 sessions on four or five types of bike the big thing everyone was talking about, aside from the actual performance, was the lack of any real wear. The tyres looked new – even the ones on the Hayabusa, indicating that Pirelli have managed to keep their promise of increasing mileage and sports performance at the same time.

We have a set fitted to our new Hayabusa long term – so stay tuned for a longer test. **RB**

Tyre pressures were left as per road. No warmers used. Temperature was around 14°C and there was a cool breeze. Within two corners following lead rider Leo Cash and Alex Gobert, it was knee down and flat chat as the impromptu journo race started! Next thing it was arms and legs everywhere as a bunch of us battled for position, forgetting we



PERSONALISATION

The new Angel GT motorcycle tyre range, following the personalisation characteristics typical of the latest top range Pirelli products, has a dedicated area on the side of the front and rear tyre where a special personalised label can be applied, created and purchased directly from the Pirelli website pirellimoto.com. The on-line tool allows the user to personalise a label choosing from various fonts, colours, flags, the layouts of the most famous international circuits and many other logos. The label is then sent directly to the user's address with a special adhesive resin designed specifically for application on the tyres.

PROFILE

The Angel GT is designed for those expecting good mileage without compromise to grip and performance, necessitating the creation of a new profile, with an increased central radius by 35 per cent creating a six per cent shorter and 15 per cent wider contact area compared to the Angel ST. This helps reduce overheating, reduces sliding and ensures less wear. The Angel GT also benefits from about 30 per cent better mileage compared to the ST.

STRUCTURE

A new rayon carcass was introduced to support the new profile and larger contact area, with 32 per cent more linear density and 60 per cent higher rigidity in comparison to the Angel ST. This provides an agile and direct ride with good grip in turns and excellent damping.

COMPOUND

The Angel GT rear comprises of a dual blend compound with 'Cap&Base' technology, with a compound that provides grip to the area in contact with asphalt and a compound that guarantees stability in the lower layer. The front uses a single blend using a 100 per cent silica formula providing excellent dry and wet grip thanks to microstructure polymers that improve filler dispersion. This same compound is used on the shoulder of the rear tyre.



SIZES

Front:

120/60 ZR 17 M/C (55W) TL
120/70 ZR 17 M/C (58W) TL
110/80 ZR 18 M/C (58W) TL
120/70 ZR 18 M/C (59W) TL

Rear:

150/70 ZR 17 M/C (69W) TL
160/60 ZR 17 M/C (69W) TL
170/60 ZR 17 M/C (72W) TL
180/55 ZR 17 M/C (73W) TL
180/55 ZR 17 M/C (73W) TL (A)
190/50 ZR 17 M/C (73W) TL
190/50 ZR 17 M/C (73W) TL (A)
190/55 ZR 17 M/C (75W) TL
190/55 ZR 17 M/C (75W) TL (A)
190/55 ZR 17 M/C (75W) TL (D)
160/60 ZR 18 M/C (70W) TL