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ULTIMATE TYRE TEST 2014

Our experts push 10 top-selling tyres to the limit to pick the best for your car in our eight-page guide

AE Kim Adams

CHOOSING tyres has been made easier by compulsory performance labelling, but if you want the full picture you need this test.

Since 2012, makers have had to test their products for wet grip, rolling resistance (key to fuel economy) and pass-by noise to set criteria, then publish the results in easy-to-grasp labels similar to those seen on fridges and washing machines. Yet here at Auto Express, we look at nine criteria, not three, including more relevant cabin noise, and show results to a percentage point rather than the labels' broad bands.

While research shows UK drivers have paid less attention to labels than European motorists, they've had a huge impact on the industry. Our 2014 test is proof; we last rated the big-selling

205/55R16 size, found on many medium-sized family hatches and saloons, in 2012, and this year there's a host of new designs. Also new in 2014 is our proving ground, Applus IDIADA near Barcelona in Spain, where we headed with the help of Hankook – one of several manufacturers that develop their tyres there.

Auto Express drivers carried out all the tests apart from those requiring specialist skills, like aquaplaning. Proving ground staff did the cabin noise test and rolling resistance was measured at Hankook's Korean R&D base. And all tyres were bought in the wholesale market after makers nominated their most suitable model to ensure what we test is what you can buy.

So after hundreds of laps and emergency stops, which is the tyre you should choose? ➔

What we tested

ALL tyres were the popular 205/55R16 size, with a weight rating (load index) of 91 or 94 and speed ratings of V (up to 150mph) or W (up to 168mph). Tyre label ratings are measured from A (best) to G (worst) on rolling resistance (RR) and wet grip (WG), with pass-by noise (N) in dB – the lower the better.



**Bridgestone
Turanza T001 91 V**

Ratings RR: C WG: B N: 71



**Continental Conti-
PremiumContact 5 91 V**

Ratings RR: C WG: A N: 71



**Dunlop Sport
BluResponse 91 V**

Ratings RR: B WG: A N: 68



**Goodyear EfficientGrip
Performance 91 V**

Ratings RR: B WG: A N: 68



**GT Radial Champiro
UHP1 94 W**

Ratings RR: E WG: B N: 72



**Hankook Ventus
Prime 2 K115 91 V**

Ratings RR: E WG: A N: 69



**Michelin
Primacy 3 91 V**

Ratings RR: C WG: A N: 69



**Pirelli Cinturato
P7 Blue 94 V**

Ratings RR: B WG: A N: 72



**Toyo Proxes
T1 Sport 94 W**

Ratings RR: E WG: B N: 71



**Vredestein
Sportrac 5 94 V**

Ratings RR: C WG: B N: 70



Pictures: Nathan Morgan

ULTIMATE TYRE TEST 2014

PERFORMANCE | ECONOMY | SAFETY UK's top tyres rated

BEST TYRES FOR Y

How we come to our expert verdict on 10 of UK's top-selling tyres

Picking our champion

WE assess each tyre in nine categories (opposite), plus price. The winner of each test is rated at 100 per cent, with the rest scored relative to that, as each tyre's results table shows.

To ensure the differences in performance are fairly reflected, we weight the results when we add up the percentage scores. This means tests like rolling resistance – where the gap between best and worst-performing tyre can be huge – count for as much as dry handling, which can be very close. The exception is price.



10 GT Radial Champiro UHP1

AE CHINESE tyres have come a long way from the worryingly poor examples that propped up the results tables in our tests a few years ago. Even though the GT Radial still finished last, the gap to the best has been massively reduced, while still managing a useful price advantage over the top brands. It demonstrated that improvement in our 17-inch tyre test last year (Issue 1,284), and it's closed the gap further here.

The Champiro UHP1 is at its most comfortable in the dry thanks to those big tread blocks, which give a sporty feel. Sharp turn-in and good grip through the long corners ensured it was the only tyre to lap in under 68 seconds. And those stiff blocks meant it finished third in the dry braking test, a little over half a metre behind the winning Dunlop.

Its troubles started in the wet tests and got worse the deeper the water. The GT trailed in our aquaplaning tests – only the Pirelli was worse in the curved test. It was happier in the shallower water of the cornering and braking tests: it took



more than a metre longer to stop than the winning Dunlop on the braking strip, but was nearer the pace in the closely matched circle. On the wet handling track it lacked bite and seemed to be floating over the surface in places. You need plenty of lock, plus care when the front does bite as the rear slides quickly.

Unusually, this lack of wet grip didn't translate into a top rolling resistance result, as it was a long way off the pace of the winning Goodyear, which would use around seven per cent less fuel.

Big tread blocks allowed GT Radial to lead way in our dry handling test



Test results

Price	£50.02	
Dry handling	100%	1st
Dry braking	98.7%	3rd
Wet handling	98.6%	=8th
Wet braking	96.5%	5th
Wet cornering	99.0%	=5th
Straight aqua	91.0%	10th
Curved aqua	89.7%	9th
Rolling resistance	63.5%	9th
Cabin noise	99.1%	=5th
Overall	96.2%	10th

VERDICT Continues to make progress in closing on mainstream, but economy and grip in deep water still need work.



Wet handling

THE 1,500-metre IDIADA wet handling course winds through trees and sheer rock faces to really test tyres. The 1mm-deep wet surface combines fast sweeps, quick direction changes and off-camber bends with plenty of run-off. Our results are taken from an average of lap times.

Wet cornering

ON the 27.5-metre asphalt wet circle, a tyre's pure wet grip is revealed, without aquaplaning or traction playing a role. We accelerated, hugging the inner edge of the circle, until the nose started to push wide. We timed up to 10 laps, taking an average to get a final verdict.

Wet braking

MORE than 100 emergency stops made up this test, which measured the distance taken to slow from 50mph to 3mph, eliminating the variations in the last few metres of coming to a halt. The ABS was triggered each time, and again we calculated an average to reach a verdict.

Dry handling

IDIADA's dry handling circuit gives tyres a work-out with long sweeps that reveal any lack of balance or response. There are tighter turns, plus elevation changes to

keep drivers working. Our result is based on lap times, and as in all the track tests we used a control tyre to monitor changes.

Dry braking

OUR dry braking test requires fewer stops than in the wet as results are more consistent – but we still did close to 100. We entered the braking strip at around 65mph, hit the brakes and measured from 62mph to 3mph. Extreme results were eliminated and an average taken of the remainder to find a winner.

Straight aquaplaning

OUR wet braking test is performed in 1mm of water, but aquaplaning is done in around 6mm. It measures the speed when the tyre can no longer clear water under the tread. Under hard acceleration, the speed where the driven front wheels spin 15 per cent faster than the rear is measured. An average gives the result.

Curved aquaplaning

AS with the straight aquaplaning test, this rates a tyre's ability to pump water from under the tread, but this time with the grooves distorted by cornering. A g meter is used to measure the loss of grip as the car is driven through a corner flooded to 6mm at ever higher speeds.

Rolling resistance

OUR tyres were shipped to Hankook's R&D centre in South Korea for this test, which is key to fuel consumption. Done to industry standards, it measures how easily a loaded tyre rolls. The lower the resistance, the less fuel needed to move it along the road. As a rough guide, a five per cent cut in rolling resistance gives a one per cent drop in fuel consumption.

Cabin noise

WHILE tyre labels' pass-by noise test is helpful for the environment and those living near busy roads, it has no direct link to cabin noise, which is a major concern for many motorists. Our test measured noise at driver's head height when running on rough and smooth tarmac, with an average taken again.

Price

THIS played a minor role in the overall ranking, as tyres are safety items. But online retailers have transformed the way drivers buy tyres, allowing quick price comparisons – and our prices were from lovelytyres.com, recommended in our Issue 1,334 test. They are what it charges or what it would charge if it sold the tyre. It's a mail order service, so add around £13 for delivery and fitting.

9 Toyo Proxes T1 Sport

AE TOYO returns to our tyre tests after an absence of several years, and the Proxes T1 Sport found it hard going, particularly when faced with products made specifically to meet the demands of tyre labelling.

While there have undoubtedly been refinements, this tyre has been around for a number of years now, and it shows with disappointing fuel efficiency ratings of E and F for the entire range. So it was no surprise to see the T1 Sport finish at the bottom of the pack in the rolling resistance test – it would get through about seven per cent more fuel than the best, and Toyo will be well aware how similar this is to Chinese rival GT Radial.

Just like the Champiro UHP1, this tyre was at home on the dry handling track: it felt lively and encouraged you to push. Keen turn-in was backed by good grip on the throttle – often past the point where you'd have to lift off with some rivals.

Yet this only translated into an eighth-place finish in the dry braking test, as the Toyo took nearly two metres further



to stop than the winner. It was close to the pace in wet handling and cornering. On the former it had good balance and required less lock than some rivals. The rear was also stable, giving a secure feel when approaching the limit. It fared less well in our wet braking test, taking a metre longer to stop than the best.

It dropped away from the leaders in the deeper water of the aquaplaning tests, but the margins were unusually tight. So while the T1 Sport finished ninth, it was by no means disgraced.

Toyo tyre let itself down on dry braking performance – it was near bottom of table

Test results

Price	£54.94	
Dry handling	99.4%	2nd
Dry braking	94.4%	8th
Wet handling	99.1%	5th
Wet braking	95.6%	6th
Wet cornering	99.2%	4th
Straight aqua	96.6%	7th
Curved aqua	93.8%	7th
Rolling resistance	62.3%	10th
Cabin noise	98.8%	9th
Overall	96.4%	9th

VERDICT A step behind the top performers in most of our assessments. A new design can't come soon enough.



ULTIMATE TYRE TEST 2014

PERFORMANCE | ECONOMY | SAFETY UK's top tyres rated

8 Vredestein Sportrac 5

AE WHAT a difference two years can make. Back in our 2012 test of this size of tyre, the all-new Sportrac 5 finished second overall, and only just missed out on another Vredestein tyre test victory. Two years on, and while we're testing a V speed rating version (the 2012 tyre had an H speed rating), it's now a touch behind rivals.

The competition has improved, but Indian-owned Vredestein will still be disappointed that the Sportrac 5 didn't make the podium in any of our individual tests. This isn't what we'd expect from a model launched in the tyre labelling era.

As our table shows, it was close to the pace in some of our assessments, but some way down the results. For example, it felt good on the wet circuit, with any loss of grip easily controlled. It attacked the apex on turn-in, but washed wide earlier than most rivals on the throttle.

The sharpness was absent in the dry, where it needed plenty of lock through the longer turns and generally felt soft. Plus, the Sportrac 5 needed just over



1.5 metres more to stop than our winner in the wet, and two metres more in the dry – not huge differences, but they hurt in a very closely matched pack. The two aquaplaning tests saw more of the same, with rivals enjoying a small advantage.

Overall, it seems as if Vredestein has yet to fully master the balance between wet grip and fuel economy that the best here have managed to achieve. So we look forward to seeing how a company with such a great record in our tyre tests responds to this result.

Wet handling was one of best scores on disappointing test for Vredestein

Test results

Price	£55.83	
Dry handling	98.1%	10th
Dry braking	93.7%	9th
Wet handling	99.0%	=6th
Wet braking	93.1%	=8th
Wet cornering	98.6%	8th
Straight aqua	95.6%	8th
Curved aqua	95.4%	=5th
Rolling resistance	77.3%	8th
Cabin noise	99.1%	=5th
Overall	96.7%	8th

VERDICT Sound if unspectacular performer on the track, although fuel economy is somewhat disappointing.

7 Michelin Primacy 3

AE OUR results are so close this year, there's precious little between this Michelin and the Bridgestone in sixth and Continental in fifth.

However, as the Primacy 3 was launched at around the same time as tyre labels were introduced, it's a step behind on fuel economy, with around a two per cent gap to the best.

It doesn't help that this tyre is the most expensive to buy by a big margin. But Michelin has trodden a careful line between wet grip and rolling resistance, which call for contradictory characteristics in a tyre. While the margin was not big on the wet handling track, this felt like a 10th place tyre – safe, but easily pushing wide on turns and lacking sharpness when changing direction.

This lack of front grip could also be seen on the wet circle, although the margin was small. And it was closer to the best on the flooded braking strip.

In the deeper water of the aquaplaning tests the Primacy 3 struggled a bit more, with eighth and ninth positions, but it



wasn't too far behind the leaders. The tyre was happier in the dry – it finished fourth in the braking test and delivered better balance on the handling circuit. It demonstrated good front grip through the long sweeps with a little rear movement in tighter stuff to help turn our test Golf. It also showed well in the noise test, just fractions behind the winner.

So the Primacy 3 is a decent tyre, but in this competitive field, those small performance gaps across almost all tests add up to a disappointing seventh place.

Curved aquaplaning proved a challenge for Primacy, although it wasn't far off best

Test results

Price	£69.88	
Dry handling	99.2%	=5th
Dry braking	98.3%	4th
Wet handling	96.6%	10th
Wet braking	97.4%	4th
Wet cornering	98.5%	9th
Straight aqua	94.8%	9th
Curved aqua	91.3%	8th
Rolling resistance	86.9%	6th
Cabin noise	99.3%	4th
Overall	97.5%	7th

VERDICT A competent and safe tyre. It's just a touch behind the best performers in our test.

ULTIMATE TYRE TEST 2014

PERFORMANCE | ECONOMY | SAFETY UK's top tyres rated

6 Bridgestone Turanza T001

AE BRIDGESTONE had a torrid time when we last tested 16-inch tyres, with the T001 struggling home seventh in a field of eight. The result was made worse as the test was carried out at the brand's own state-of-the-art test track in Italy. So Bridgestone can take some heart from this result, albeit with the T001 in V rather than H-rated form.

Nobody needs to tell the company that the Turanza is getting on a bit, but at least it proved a match for rivals from fellow premium brands Michelin and Continental. For a tyre that is beginning to show its age, the rolling resistance result looks pretty good – it was just a couple of per cent in fuel consumption behind the best in a field with a wide range of results.

But the trade-off is often wet braking, which is why tyre labels include ratings for both. The Turanza needed more than three metres further to stop than our winner from Dunlop, and was still doing 18mph when that tyre had brought our Golf to a halt. On



the wet handling track, the rear moved more than most. All easily controlled, but it showed a lack of grip. This tyre was happier in the deeper water of the aquaplaning tests, where it was a clear winner in the tread-distorting curved test and a close third in a straight line.

On dry roads its braking was again exposed, but this time it was two metres off the winner. While there was a lack of sharpness on the dry handling track, it had enough grip to finish joint third, just under a second behind the winner.

Bridgestone won't be happy with its wet braking score; it brings up rear in test



Test results

Price	£55.51	
Dry handling	99.3%	=3rd
Dry braking	93.1%	10th
Wet handling	98.6%	=8th
Wet braking	86.0%	10th
Wet cornering	99.0%	=5th
Straight aqua	99.1%	3rd
Curved aqua	100%	1st
Rolling resistance	90.5%	4th
Cabin noise	99.0%	7th
Overall	97.7%	6th

VERDICT Decent fuel economy comes at the expense of braking performance. It's about time this tyre was replaced.

5 Continental ContiPremiumContact 5

AE THE ContiPremiumContact 5 is a fine example of how quickly tyres are developed in this labelling era. The days when a design would last five or six years are fast disappearing.

When it was launched early in 2012, this tyre was at the cutting edge and won tests all over Europe. Two years on, it's been overtaken.

Not that it is now hopelessly off the pace, but there is a gap to the current leaders. In recent tests, we've seen Continental show a distinct advantage in braking – not just in stopping quickly but also consistency. Yet that technology doesn't yet seem to have found its way to the ContiPremiumContact 5. Wet braking was 1.5 metres off the best and in the dry it took an extra two metres to stop. The compromise does mean this Continental is relatively frugal, finishing in fifth place with fuel consumption around two per cent off the leaders.

On the sweeps and direction changes of the wet handling track, it felt sharp. The rear was well controlled and it gave



good traction out of the slower turns. This secure feel saw it finish equal third.

That same alert feel was there on the closely matched dry handling circuit, with the rear again firmly under control and the front coping well on the throttle. Top five results for aquaplaning confirm the ContiPremiumContact 5 as a sound performer, even if rivals have an edge.

One area of concern is cabin noise – a critical factor for many drivers – where the tyre finished last. Continental has struggled with this in previous tests.

Conti felt alert on dry handling track, but close scores meant it still finished seventh



Test results

Price	£63.79	
Dry handling	99.0%	7th
Dry braking	95.8%	7th
Wet handling	99.3%	=3rd
Wet braking	93.1%	=8th
Wet cornering	98.8%	7th
Straight aqua	97.6%	5th
Curved aqua	98.2%	3rd
Rolling resistance	88.1%	5th
Cabin noise	98.6%	10th
Overall	98.0%	5th

VERDICT A decent all-rounder, but the balance between braking and fuel economy needs looking at.

ULTIMATE TYRE TEST 2014

PERFORMANCE | ECONOMY | SAFETY UK's top tyres rated

4 Hankook Ventus Prime 2

AE IT'S no coincidence that models from top brands like Mercedes and BMW are now being fitted with Hankook tyres as original equipment. The Korean company has made major progress in recent years, as proven by the S1 evo2's fourth place finish in our 17-inch tyre test in 2013, and the Prime 2 repeats the feat this year.

It took a string of top five places in our individual tests, and was close to the pace in other assessments, with rolling resistance the only real cause for concern. The Prime 2 was seventh here, 16 per cent behind the winning Goodyear – that means it would use around three per cent more fuel.

It didn't perform especially well in our wet braking test, needing a metre longer than our winner to come to a halt, but overall this tyre fared well in the wet, finishing third across these tests behind the remarkable Goodyear Dunlop duo. It even came out on top on the wet circle. Handling was well controlled and stable through the turns and sweeps of the wet



track, with the nose pushing safely wide as you got close to the limit. A positive turn-in to the sharper stuff encouraged you to carry in more speed. It performed well in the deeper water, with those wide, longitudinal channels in the asymmetric tread helping the tyre achieve second and fourth in our aquaplaning tests.

The Hankook trailed in the dry – it felt soft compared to rivals and struggled to hold the line on the power. Still, this was an asset in our noise test, where the tyre finished top alongside the Pirelli.

Hankook mixed great control on the wet cornering track with strong aquaplaning

Test results

Price	£54.77	
Dry handling	98.9%	=8th
Dry braking	97.8%	5th
Wet handling	99.3%	=3rd
Wet braking	95.0%	7th
Wet cornering	100%	1st
Straight aqua	99.9%	2nd
Curved aqua	96.0%	4th
Rolling resistance	83.3%	7th
Cabin noise	100%	=1st
Overall	98.7%	4th

VERDICT Further proof of Hankook's progress, although the brand still has some work to do on fuel economy.

3 Pirelli Cinturato P7 Blue

AE THE holy grail in this era of tyre labelling is a double A rating – a tyre that's in the top bands for both wet braking and fuel economy. And the P7 Blue was the first production tyre to achieve this in some sizes back in 2012.

This version has slipped from A to B for fuel economy, but the way Pirelli's engineers managed to overcome the conflicting requirements of rolling resistance and wet grip still impresses.

The foundation of this tyre's third place finish is the fact it's one per cent behind our fuel consumption champion and less than a metre behind first spot in wet braking. And either way, this is a welcome return to the top for the brand after several poor results in our tests.

That shallow water grip could also be felt on the handling circuit, where the P7 Blue showed good traction – it didn't require much lock to get through the tighter turns. It felt alert and inspired confidence. The grip could be seen on the wet circle, too, where it was second. Deeper water was a challenge: in the



straight-line aquaplaning test it finished sixth, but when those water-pumping channels are distorted in the curve, the tyre slumped to 10th, some way behind the winning Bridgestone.

Pirelli was second again for dry braking, but the tyre didn't feel so assured on the handling circuit – the steering was a little vague, lacking sharpness in the wet. The rear was kept in check, yet you had to wait in places for grip before applying more throttle. Still, like the Hankook, that softness was good news for cabin noise.

In cabin noise test, Pirelli was joint top tyre, at the expense of sharpness

Test results

Price	£64.78	
Dry handling	98.9%	=8th
Dry braking	99.2%	2nd
Wet handling	100%	1st
Wet braking	98.3%	=2nd
Wet cornering	99.9%	2nd
Straight aqua	97.1%	6th
Curved aqua	87.3%	10th
Rolling resistance	95.9%	3rd
Cabin noise	100%	=1st
Overall	98.9%	3rd

VERDICT Pioneering tyre is ageing well, with only deep water grip letting it down in our test.

2 Goodyear EfficientGrip Performance

AE GOODYEAR'S EfficientGrip took top spot in our 2012 test of the same 16-inch tyres, albeit limited to economy-focused, H-rated products. We've tested the Performance version this time round, and it has to settle for a runner-up spot – but it was close.

As with the standard EfficientGrip, the Performance model's success was based on its wet road prowess. Engineers at Goodyear have matched their counterparts at Pirelli in managing to create a tyre with good wet grip and strong fuel economy, as the Performance tops our rolling resistance table. And it took a joint second in the wet braking test, just over half a metre behind its Dunlop stablemate in first place.

The tyre also carried this liking for soaking roads on to the wet handling circuit, where it felt secure and well balanced with plenty of grip through longer turns. Another top three for wet cornering, and it was well on the way to a great placing overall. It was less successful in our aquaplaning



tests, although the differences to the best were relatively small here.

So often with Goodyear, its success in the wet is countered by less impressive results in the dry. It wasn't the sharpest tyre around the twisty handling circuit, feeling soft compared to the best, but it hung on well and was only a fraction off the ultimate pace in equal fifth. Braking saw a similar sixth place finish.

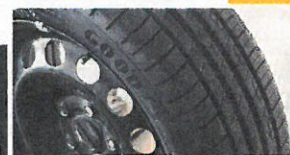
As we've seen with the Hankook and Pirelli, that dry track softness meant a good result in the cabin noise test.

Superb wet handling set Goodyear apart, but efficiency stands out above all else

Test results

Price	£59.14	
Dry handling	99.2%	=5th
Dry braking	96.5%	6th
Wet handling	99.5%	2nd
Wet braking	98.3%	=2nd
Wet cornering	99.8%	3rd
Straight aqua	98.0%	4th
Curved aqua	95.4%	=5th
Rolling resistance	100%	1st
Cabin noise	99.4%	3rd
Overall	99.4%	2nd

VERDICT Good all-rounder with few apparent weaknesses, and the best when it comes to economy.



1 Dunlop Sport BluResponse

AE NEW last year, the BluResponse was launched with tyre label ratings firmly at the top of the designers' performance targets. The result is a product with a 30 per cent fuel economy improvement over the model it replaced in Dunlop's range – the FastResponse, which we tested back in 2012.

And that's been seen here, where it finished second only to its Goodyear stablemate and with a clear margin over the rest of the field – with the exception of the Pirelli P7 Blue, which has been similarly targeted at rolling resistance.

This tyre label focus means it was also no surprise to see the newcomer finish joint second in our wet braking test. Yet, true to Dunlop's launch claims, other performance aspects haven't been ignored, as it was also in the top three on the handling track. And while the tyre finished 10th on the wet circle, it was only a tenth of a second off the winner.

The BluResponse also starred in the deeper water with a win in the straight aquaplaning test and second on the



curve – a remarkable feat. It felt good, too, diving for the apex accurately and only washing wide progressively.

But wet road prowess alone rarely wins a test, and that was the case for this champion. It finished joint third around our dry handling track and won the dry braking test. Key to its dry track success was its ability to take plenty of throttle through the long turns. It didn't feel the most alert, but it hung on well.

Six top three places in nine tests were more than enough for a debut victory.

Dunlop mastered our straight aquaplaning course, and finished second on curve, too

Test results

Price	£57.50	
Dry handling	99.3%	=3rd
Dry braking	100%	1st
Wet handling	99.0%	=6th
Wet braking	100%	1st
Wet cornering	98.0%	10th
Straight aqua	100%	1st
Curved aqua	99.4%	2nd
Rolling resistance	96.1%	2nd
Cabin noise	99.1%	=5th
Overall	100%	1st

VERDICT Winning performances in all conditions make this brilliant new tyre our 16-inch champion.



ULTIMATE TYRE TEST 2014

PERFORMANCE | ECONOMY | SAFETY UK's top tyres rated

Results by category

GOING through the results, it's clear Goodyear and Dunlop have worked out how to combine good economy and strong wet grip. But our top two are not one-trick ponies: they are just at home in the dry, so they're worthy of their places.

Pirelli ends its less than impressive run of results, as its P7 Blue finishes in a strong third place. And Hankook sustains its progress in our tests with another fourth, just ahead of the tightly packed premium brands – Bridgestone, Continental and Michelin. No doubt they'll all be working to narrow the gap to Goodyear Dunlop.

Also looking to do better next year will be Vredestein, while Toyo will recognise that its ageing T1 Sport needs replacing in the face of the improving budget GT Radial.



With all our braking and handling tests complete, we collated results to pick winners

Cabin noise

1= Hankook	100%
1= Pirelli	100%
3 Goodyear	99.4%
4 Michelin	99.3%
5= Vredestein	99.1%
5= Dunlop	99.1%
5= GT Radial	99.1%
7 Bridgestone	99.0%
9 Toyo	98.8%
10 Continental	98.6%

Wet braking

1 Dunlop	100%
2= Goodyear	98.3%
2= Pirelli	98.3%
4 Michelin	97.4%
5 GT Radial	96.5%
6 Toyo	95.6%
7 Hankook	95.0%
8= Continental	93.1%
8= Vredestein	93.1%
10 Bridgestone	86.0%

Dry handling

1 GT Radial	100%
2 Toyo	99.4%
3= Bridgestone	99.3%
3= Dunlop	99.3%
5= Michelin	99.2%
5= Goodyear	99.2%
7 Continental	99.0%
8= Hankook	98.9%
8= Pirelli	98.9%
10 Vredestein	98.1%

Dry braking

1 Dunlop	100%
2 Pirelli	99.2%
3 GT Radial	98.7%
4 Michelin	98.3%
5 Hankook	97.8%
6 Goodyear	96.5%
7 Continental	95.8%
8 Toyo	94.4%
9 Vredestein	93.7%
10 Bridgestone	93.1%

Wet handling

1 Pirelli	100%
2 Goodyear	99.5%
3= Hankook	99.3%
3= Continental	99.3%
5 Toyo	99.1%
6= Vredestein	99.0%
6= Dunlop	99.0%
8= Bridgestone	98.6%
8= GT Radial	98.6%
10 Michelin	96.6%

Wet cornering

1 Hankook	100%
2 Pirelli	99.9%
3 Goodyear	99.8%
4 Toyo	99.2%
5= Bridgestone	99.0%
5= GT Radial	99.0%
7 Continental	98.8%
8 Vredestein	98.6%
9 Michelin	98.5%
10 Dunlop	98.0%

Straight aqua

1 Dunlop	100%
2 Hankook	99.9%
3 Bridgestone	99.1%
4 Goodyear	98.0%
5 Continental	97.6%
6 Pirelli	97.1%
7 Toyo	96.6%
8 Vredestein	95.6%
9 Michelin	94.8%
10 GT Radial	91.0%

Curved aqua

1 Bridgestone	100%
2 Dunlop	99.4%
3 Continental	98.2%
4 Hankook	96.0%
5= Vredestein	95.4%
5= Goodyear	95.4%
7 Toyo	93.8%
8 Michelin	91.3%
9 GT Radial	89.7%
10 Pirelli	87.3%

Rolling resistance

1 Goodyear	100%
2 Dunlop	96.1%
3 Pirelli	95.9%
4 Bridgestone	90.5%
5 Continental	88.1%
6 Michelin	86.9%
7 Hankook	83.3%
8 Vredestein	77.3%
9 GT Radial	63.5%
10 Toyo	62.3%

Price

1 GT Radial	£50.02
2 Hankook	£54.77
3 Toyo	£54.94
4 Bridgestone	£55.51
5 Vredestein	£55.83
6 Dunlop	£57.50
7 Goodyear	£59.14
8 Continental	£63.79
9 Pirelli	£64.78
10 Michelin	£69.88

Overall

1 Dunlop	100%
2 Goodyear	99.4%
3 Pirelli	98.9%
4 Hankook	98.7%
5 Continental	98.0%
6 Bridgestone	97.7%
7 Michelin	97.5%
8 Vredestein	96.7%
9 Toyo	96.4%
10 GT Radial	96.2%

Winner



Dunlop Sport BluResponse

Champ performs well in wet and dry, yet isn't costly to buy or run