

## **Goldspeed Intermediate Tyres £-tba (£180-ish)**

Goldspeed is a well known name in the world of street and race SM tyres and these latest stunning looking street-legal boots certainly look the biz. However as we all know looks aren't everything and these new intermediates are set to replace the long serving traditional street-legal block pattern Goldspeed 'Inters' so they had better perform at least as good as the much loved rubber they are replacing.

Supermoto International was approached by UK Goldspeed importer AAA Racing to try out these new pre-production prototype 'Inters' and report back on our findings, good or bad. You see these pre-production tyres really are just that and the finished production rubber may (or may not?) differ from these boots you see here. So if the first visual impressions are good all it remains to see is how do they perform? With a KTM 690 SMC on the SMI test fleet it seemed like the ideal tool to punish these new tyres and really put them through their paces. The new Lc4 motor shoves out an amazing amount of torque and horsepower so we figured it would be a good test for these new Goldspeed tyres.

Once levered onto the SMC's black rims it was out for a quick shakedown run and the Goldspeed rubber impressed instantly. The sharp profile of these tyres lend the big KTM with an amazingly quick steering chassis. Whereas the stock Supercorsas showed up the 690's sluggish low-speed steering the Goldspeed rubber made a startling transformation to the steering. This is an obvious improvement and it really did feel like the bike had shed 20 Kg. This super-sharp steering is also matched by a reassuring level of feel and grip. On the road it's difficult to say just how much better these tyres grip than the OE Pirellis, let's just say they feel at least as good as the Italian made hoops if not better. At high speed though the quick steering has a slight trade off in the form of twitchy stability.

At the illegal top speeds the 690 is easily capable of stability does suffer. It's not a dangerous tank-slapping liability but the front end does feel a tad frisky and it's sometimes enough to remind you that motos aren't really about wide open, throttle on the stop in sixth riding anyway. We did experiment with tyre pressures and suspension adjustments which made a noticeable difference as did getting the wheels professionally balanced. Taking the mirrors off also improved matters but this ain't really a practical option for most streetmoto pilots.

I guess that with the sharp steering profile of these Goldspeed boots a trade off for lightning quick steering will be a slightly twitchy top-end. Personally I'm happy to live with that because supermoto bikes are much more fun at licence friendly speeds anyway. On the right road or in



**TRIED - TESTED**

town these tyres are simply the hot ticket to some serious SM fun. I'm addicted to slamming the bike Katie Em on her ear and these new Goldspeed 'Inters' have blessed this bike with a razor sharp steering chassis for such a big ole bus.

In our recent big-bore streetmoto single shoot-out the KTM 690 SMC really only lost out to the Husqvarna SM610ie in terms of manoeuvrability. If the SMC had been fitted with these new tyres the result would probably had been an orange whitewash. So the only question marks are; how durable will the Goldspeed rubber prove to be and how much will they cost? We haven't had the retail price confirmed yet but it has been rumoured that due to the unfavourable Euro exchange rate that a pair of these new 'Inters' will cost around the £180 mark. The current Goldspeed street-legal Intermediates are a popular choice amongst discerning streetmotardist and I'm convinced that these latest tyres will be warmly welcomed by new and current Goldspeed users. Expected launch date is September and let's just hope the production tyres are near enough unchanged from the superb rubber we had on test.

Tried, tested and highly recommended by SMI contact AAA-Racing.com on 01942 888100 for further details.