

## ***Tame the Road***



# VENTUS V12 evo

Awaken your passion for the open road. When you'd rather take the road less traveled, there is nothing Hankook tires can't handle. **Now who's in control?**



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# VENTUS V12 evo

***The new power in sports driving***

**Auto Bild sportscars**

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Vitamin V12

### VENTUS V12 evo

"Very Recommendable!"

Sportler gegen Superbike  
 Speed-Duell: BMW M12 fordert MV Agusta F4 CC

Mercedes-Benz V12 GTB

**Auto Bild sportscars Vorbildlich**

# Tires for the Race Track

Wanted: a harmonic link between Opel Corsa OPC and the track. 11 tires in size 215/45 R 17 are standing at the starting line to this year's tire test. Two of those have met all requirements – ripe for the race

Fotos: Dierk Möller-Sonntag



**W**achauing, test track, in late fall 2007. Bells from the nearby monastery Melk are ringing in the day, as the test team from AUTO BILD SPORT-

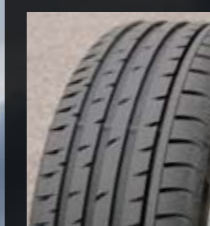
SCARS is making itself comfortable in the pit lane of the small but nice race track in the Wachau region before the gates of Vienna. Their test assignment: find the best tire in the size 215/45 R 17.



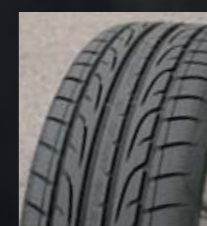
**Pit stop for our test car: Corsa GSi and OPC are equipped with standard tires 215/45 R 17. Checking the tire pressure is part of the daily routine.**

Eleven test candidates are available: the traditional brands Continental, Dunlop, Goodyear, Michelin and Pirelli, the Japanese manufacturers Toyo and Yokohama as well as the Korean tire ma-

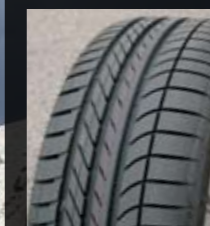
nufacturers Hankook and Kumho, who caused quite a stir over the last few years with attention-getting success. Even the Finnish manufacturer Nokian had a few surprises up its sleeve in the past. ▶



**Continental**  
SportContact 3



**Dunlop**SP  
Sport Maxx



**Goodyear**  
Eagle F1 Asymmetric



**Hankook**  
Ventus V12 evo



**Kumho**  
Ecsta KU 19



**Marangoni**  
Mythos



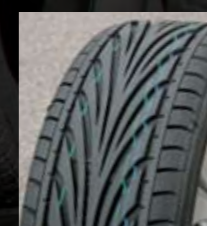
**Michelin**  
Pilot Exalto PE2



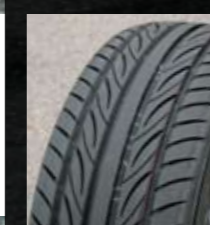
**Nokian**  
NRY



**Pirelli**  
P Zero Nero



**Toyo**  
Proxes T1-R



**Yokohama**  
S.drive

Competition of the systems: six profiles with fixed rolling direction compete against five candidates with asymmetric tread. For the first time in the test: rubber [profiles] from Goodyear, Hankook and Maragoni

Last but not least the new Mythos from Marangoni that rounds out our comparison as cost-efficient tire. We deliberately left out a cheap product from China because all experiences from the past leave us with one conclusion: keep your hands off cheap tires.

## Keep your hands off cheap tires from China

This year, two Opel Corsa OPC with 192 HP are standing at the starting line for our tire test. Their first application: the Hydroplaning tests. Because of

their stately width, the 215 tire is usually susceptible to Hydroplaning. The biggest safety reserves offer the Michelin Pilot Exalto; it is most effective in displacing the water underneath its tread. Despite a profile with fixed rolling direction, the Marangoni cannot keep up. It loses its grip on the road at even considerably low speed. Point deduction for the

Italian!

Even with our brake test at 100 mile/h on wet track, its performances were not convincing, but the Hydroplaning size of Michelin misses the boat as well, it even slides past the hydrophobic Marangoni. Also for the S.drive from Yokohama the test is more or less over: with an additional braking distance of almost two car lengths it is out of

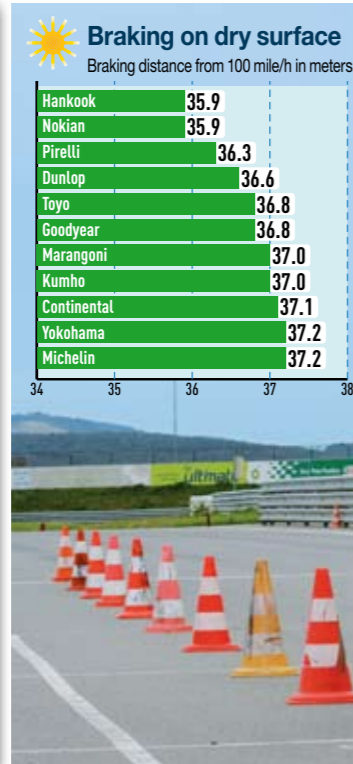
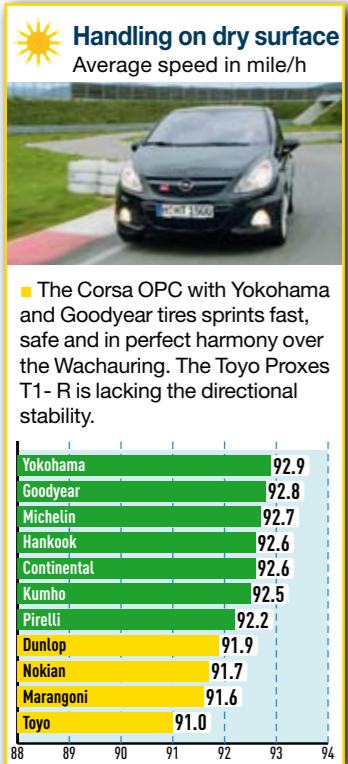
the race. Exemplary on the other hand are the brand new tires from Hankook and Goodyear: They deliver the shortest braking distance as well as the fastest lap times on the wet track, because their rubber mixture has the optimal grip on wet roads, an important qualification for the fast and safe race on the irrigable Wachauring.

## The tire, that fails when braking on wet roads, is out of the race

With its diversified downhill passages, crests and alternating curves, it is the ideal environment for the tire tester. Here the wheat is separated from the

chaff. Thanks to the wet talents of Hankook and Goodyear, the Test Corsa can be kept in line easily and safely, it maintains excellent tracking stability through the chicane, and in the fast left curve leading straight-away to the goal-start line a well balanced power-off effect provides for the correct orientation of the Corsa rear end. With such perfect

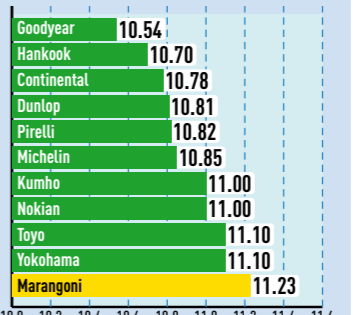
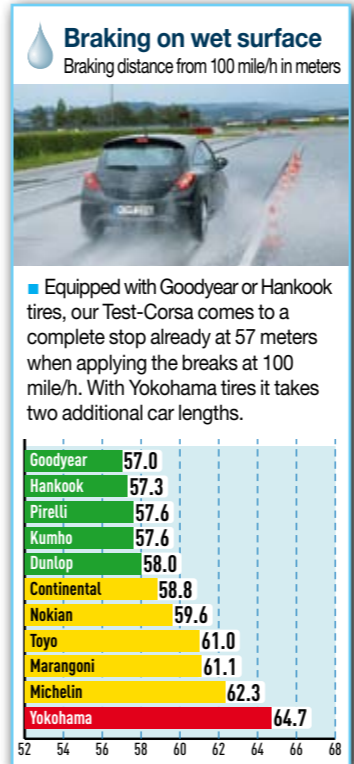
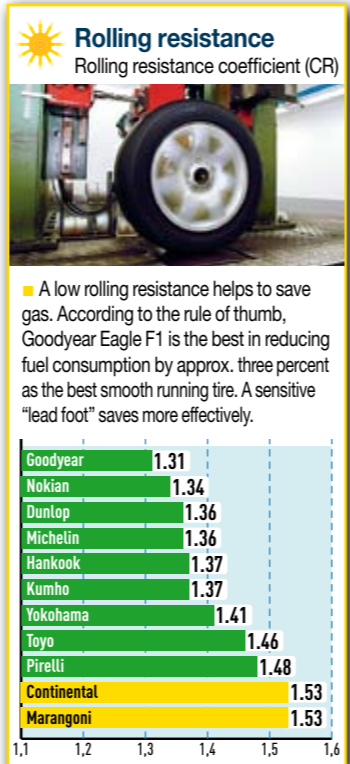
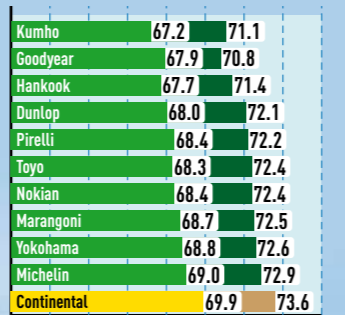
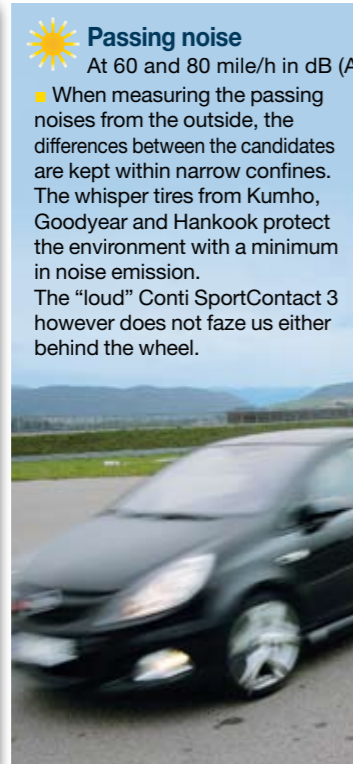
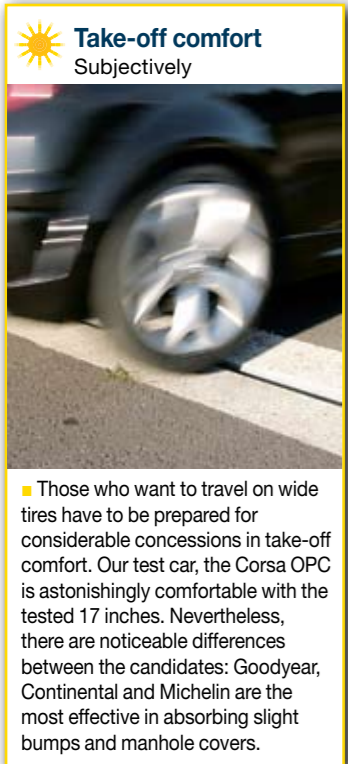
harmony of car and tires, the pleasure of driving is an absolute guarantee which can be enjoyed outside the race track as well during normal every day driving.



■ A good sports tire must offer convincing performances especially when braking. Our test Corsa on Hankook, Nokian and Pirelli already stops after 36 meters – an excellent result.



Fotos: Dierk Möller-Sonntag



This applies to wet as well as to dry road conditions and especially when coming to a hard stop in a traffic jam. Here every centimeter counts. We are testing in case of emergency and apply full pressure on the brake pedal with our test candidates. The tires from Hankook and Nokian draw black lines on the dry asphalt, but come to a complete stop in less than 36 meters – an impressive performance. But the

**Safety and driving pleasure go hand in hand**




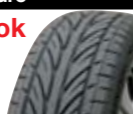







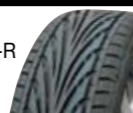


other candidates are doing something for safety as well. With Michelin and Yokohama tires, which are showing the worst braking performance, the braking distance is extended by merely 1.3 meters.

Safety is also number one with the royal discipline, the handling on the dry track. Broken down by steering properties, directional stability, power-off effect and balance, the dynamic qualities are precisely rated for each candidate which, when combined with the lap time, provide for the overall score at the end.

A touch of racing atmosphere is in the air as the Corsa OPC is finally allowed to show what it is made of. Kumho, Continental, Hankook and Michelin earn an overall score of "good" with their well-balanced dynamic qualities. Yokohama and Goodyear are able to awaken a great portion of additional driving pleasure in Corsa with the best score in the subjective rating, a smile on the face of the testers and the fastest lap times, which secures the best rating in the chapter of dry handling.

## CONCLUSION

■ We searched and found two – the best sports tires in the dimension 215/45 R 17. From a very strong range of candidates overall, two new appearances on the market are the winners in the end: the Goodyear Eagle F1 Symmetric convinces with its top performances on wet and dry track, the Hankook Ventus V12 evo with well-balanced performance at a fair price.

ELEVEN SUMMER TIRES IN 215/45 R 17, ALL CANDIDATES IN THE SEQUENCE OF THEIR QUALITIES														
	Wet						Dry						This is how we rated	
	Hydroplanning	Hydroplanning in curves	Handling	Skid pad	Braking	Average	Handling	Braking	Take-off comfort	Passing noise	Rolling resistance	Average		
Weighting of score in percent	20	10	30	10	30		30	30	15	15	10			
<b>Goodyear</b> Eagle F1 Asymmetric 91 Y 	2+	1-	1-	1	2+	1-	1-	2+	2	1-	1	1-	ja	
ca. 165 Euro														
<b>Hankook</b> Ventus V12 evo 91 Y 	2+	2	1	1-	2	2+	2	1	2-	1-	2+	2+	ja	
ca. 125 Euro														
<b>Pirelli</b> P Zero Nero 91 Y 	2+	2	2	2+	2	2	2-	1-	2-	2	2-	2	ja	
ca. 140 Euro	Recommendable													
<b>Dunlop</b> SP Sport Maxx 87 V 	2-	2	1-	2+	2-	2	3+	2+	2-	2+	2+	2	ja	
ca. 130 Euro	Recommendable													
<b>Kumho</b> Ecsta KU 19 91 W 	2-	3	2	2	2	2	2	2	3+	1-	2+	2	ja	
ca. 120 Euro	Recommendable													
<b>Continental</b> SportContact 3 91 W 	2	1	2	2+	3+	2	2	2	2	3+	3+	2	ja	
ca. 160 Euro	Recommendable													
<b>Michelin</b> Pilot Exalto 2 91 W 	1-	1	2-	2+	3-	2-	2	2	2	2-	2+	2	ja	
ca. 170 Euro	Satisfying													
<b>Nokian</b> NRY 91 Y 	2	2	2	2	3+	2-	3+	1	3+	2	1-	2	ja	
ca. 125 Euro	Satisfying													
<b>Toyo</b> Proxes T1-R 91 W 	2	2	2	2-	3	2-	3-	2+	3	2	2-	2-	ja	
ca. 120 Euro	Satisfying													
<b>Marangoni</b> Mythos 91 Y 	3	3	3-	3+	3	3	3	2	3-	2	3+	3+	ja	
ca. 95 Euro	Caused recommendable													
<b>Yokohama</b> S.drive 91 Y 	2	2	3+	2-	4	3+	1-	2	3-	2	2	2	ja	
ca. 125 Euro	Caused recommendable													

Average grade: 1 - 2 3 4 - 6



# VENTUS V12 evo

- 1. Jointless Bead Wire & High Hardness Bead Filler :**  
Improve high speed stability and provide comfort ride.  
Maximize steering response, high speed stability and durability.
- 2. Wide, High-Tensile Steel Belts & Jointless Two-Cap Ply :**  
Enhance tread strength for steering response and wear resistance  
Improve uniformity for smooth ride and durability.
- 3. Rim Protector :**  
Provides better protection against outer shock or rim scratches.

## Size & Specifications

Size			S/W Type	Measuring Rim	Max.Air (PSI)	Max.Load		Overall Diameter		Section Width		Tread Width		Tread Depth		SLR	RPM
						(kgs)	(lbs)	mm	inch	mm	inch	mm	inch	mm	inch (32')		
55																	
	185/55R15	82V	DSB	6.0	44	475	1047	585	23.0	192	7.6			7.8	9.8	267	902
	195/55R15	85V	DSB	6.0	44	515	1135	595	23.4	201	7.9			7.8	9.8	271	887
	205/55ZR16	94W XL	DSB	6.5	50	670	1477	629	24.8	214	8.4	172	6.8	7.8	9.8	288	839
50																	
	195/50R15	82V	DSB	6.0	44	475	1047	574	22.6	201	7.9	164	6.5	8.0	10.0	263	919
•	205/50ZR15	86W	DSB	6.5	44	530	1168	587	23.1	214	8.4	172	6.8	8.0	10.0	267	899
	225/50ZR16	96W XL	DSB	7.0	50	710	1565	629	24.8	233	9.2	189	7.4	7.8	9.8	287	839
	205/50ZR17	93Y XL	DSB	6.5	50	650	1433	635	25.0	211	8.3	172	6.8	8.0	10.0		831
	215/50ZR17	95W XL	DSB	7.0	50	690	1521	646	25.4	226	8.9			7.8	9.8	296	817
	225/50ZR17	98Y XL	DSB	7.0	50	750	1653	658	25.9	229	9.0			8.0	10.0		802
•	235/50ZR18	101Y XL	DSB														
45																	
	205/45ZR16	87W XL	DSB	7.0	50	545	1201	588	23.1	206	8.1	178	7.0	8.2	10.3	272	897
	205/45ZR17	88W XL	DSB	7.0	50	560	1235	615	24.2	205	8.1			7.8	9.8	288	858
	215/45ZR17	91Y XL	DSB	7.0	50	615	1356	624	24.6	213				8.0	10.0		846
	225/45ZR17	94Y XL	DSB	7.5	50	670	1477	631	24.8	227	8.9	196	7.7	8.2	10.3	292	836
	235/45ZR17	97Y XL	DSB	8.0	50	730	1609	642	25.3	236	9.3	187	7.4	7.8	9.8	295	822
	245/45ZR17	99Y XL	DSB	8.0	50	775	1709	652	25.7	243	9.6			7.8	9.8	298	809
	225/45ZR18	Y XL	DSB														
	245/45ZR18	100Y XL	DSB	8.0	50	800	1764	677	26.7	243	9.6			7.8	9.8		779
	255/45ZR18	103Y XL	DSB	8.5	50	875	1929	684		255	10.0			8.0	10.0		771
40																	
	215/40ZR16	86W XL	DSB	7.5	50	530	1168	577		218				8.0			
	205/40ZR17	84W XL	DSB	7.5	50	500	1102	595	23.4	214	8.4	178	7.0	8.0	10.0	279	887
	215/40ZR17	87Y XL	DSB	7.5	50	545	1201	604		217				8.0			
	245/40ZR17	95Y XL	DSB	8.5	50	690	1521	626	24.6	248	9.8	213	8.4	7.8	9.8	289	843
	235/40ZR17	Y XL	DSB														
	255/40ZR17	98Y XL	DSB	9.0	50	750	1653	633		260				8.0			
	215/40ZR18	Y XL	DSB														
	225/40ZR18	92Y XL	DSB	8.0	50	630	1389	635	25.0	230	9.1	196	7.7	8.0	10.0	295	831
	235/40ZR18	95Y XL	DSB	8.5	50	690	1521	643	25.3	241	9.5	204	8.0	7.8	9.8	299	821
	245/40ZR18	97Y XL	DSB	8.5	50	730	1609	651	25.6	246	9.7	213	8.4	7.8	9.8	302	811
	245/40ZR19	Y XL	DSB														
	255/40ZR19	Y XL	DSB														
35																	
•	225/35ZR17	86Y XL	DSB	8.0	50	466		589	23.2	226	8.9			7.8	9.8		896
•	245/35ZR17	87Y	DSB														
	215/35ZR18	84Y XL	DSB	7.5	50	500	1102	606		218				8.0			
•	225/35ZR18	87Y XL	DSB	8.0	50	480		614	24.2	226	8.9			7.8	9.8		859
	245/35ZR18	92Y XL	DSB	8.5	50	630	1389	628	24.7	245	9.6	213	8.4	7.8	9.8	292	840
	255/35ZR18	94Y XL	DSB	9.0	50	670	1477	633	24.9	259	10.2	222	8.7	7.8	9.8	294	834
	265/35ZR18	Y XL	DSB														
	275/35ZR18	Y XL	DSB														
	235/35ZR19	91Y XL	DSB	8.5	50	615	1356	647	25.5	239	9.4			7.7	9.6	303	816
	245/35ZR19	Y XL	DSB														
30																	
	265/30ZR19	93Y XL	DSB	9.5	50	710	1565	642	25.3	269	10.6	238	9.4	7.8	9.8	300	822
	275/30ZR19	96Y XL	DSB	9.5	50	710	1565	648	25.5	272	10.7			8.0	10.0		814

Technical data subject to change without prior notice. • These sizes are currently under development. \* DSB : Diagonal Serrated Band \* XL : Extra Load

REIFENTEST 215/45 R 17

# Reifen für die Rennstrecke

Gesucht: eine harmonische Verbindung zwischen Opel Corsa OPC und der Piste. 11 Reifen in 215/45 R 17 stehen an der Startlinie zum diesjährigen Reifentest. Zwei von ihnen sind allen Anforderungen gewachsen – weil für die Rennstrecke.

**Continental**  
SportContact 3

**Dunlop**  
SP Sport Maxx

**Goodyear**  
Eagle F1 Asphencore

**Hankook**  
Ventus V12 evo

**Kumho**  
Steer Ace 3

**Marangoni**  
Slick

**Michelin**  
Pilot Sport PS2

**Nokian**  
RR1

**Pirelli**  
P Zero Corsa

**Toyo**  
Proxes TI-R

**Yokohama**  
S-Axis

Während im Straßenverkehr der Reifentest im Alltag eine wichtige Rolle spielt, ist er für die Fahrer der Rennstrecke ein Muss. Die Fahrer der Opel Corsa OPC sind es gewohnt, auf der Piste zu fahren. Und das ist auch der Grund, warum sie bei der Wahl der Reifen so wählerisch sind. Sie wollen einen Reifen, der nicht nur auf der Straße, sondern auch auf der Rennstrecke gut funktioniert. Und das ist genau das, was der Reifentest 215/45 R 17 zu bieten hat. Hier werden 11 verschiedene Reifenmodelle getestet, um herauszufinden, welcher der beste ist. Und das Ergebnis ist: Der Hankook Ventus V12 evo ist der Sieger. Er hat die besten Werte in fast allen Kategorien. Er ist schnell, sicher und hat eine lange Lebensdauer. Er ist der perfekte Reifen für die Rennstrecke.

REIFENTEST 215/45 R 17

**ELF SUMMENREIEN IN 215/45 R 17: ALLE KANDIDATEN IN DER REIHENFOLGE IHRER QUALITÄTEN**

Reifen	Handling trocken	Bremsen trocken	Aquaplaning	Handling nass	Bremsen nass	Kreisbahn	Vorbeifahrerzusch	Rollwiderstand	Abrollkomfort
Hankook Ventus V12 evo	1	1	1	1	1	1	1	1	1
Michelin Pilot Sport PS2	2	2	2	2	2	2	2	2	2
Continental SportContact 3	3	3	3	3	3	3	3	3	3
Goodyear Eagle F1 Asphencore	4	4	4	4	4	4	4	4	4
Dunlop SP Sport Maxx	5	5	5	5	5	5	5	5	5
Kumho Steer Ace 3	6	6	6	6	6	6	6	6	6
Marangoni Slick	7	7	7	7	7	7	7	7	7
Nokian RR1	8	8	8	8	8	8	8	8	8
Pirelli P Zero Corsa	9	9	9	9	9	9	9	9	9
Toyo Proxes TI-R	10	10	10	10	10	10	10	10	10
Yokohama S-Axis	11	11	11	11	11	11	11	11	11

**FAZIT:** Der Hankook Ventus V12 evo ist der beste Reifen für die Rennstrecke. Er hat die besten Werte in fast allen Kategorien. Er ist schnell, sicher und hat eine lange Lebensdauer. Er ist der perfekte Reifen für die Rennstrecke.

REIFENTEST 215/45 R 17

**Finger weg von den Billigreifen aus Fernost**

Ein Testwagen für unseren diesjährigen Reifentest ist eine Opel Corsa OPC mit 192 PS an der Startlinie. Der Fahrer ist ein Profi. Er will wissen, welcher Reifen der beste ist. Und das ist genau das, was der Reifentest 215/45 R 17 zu bieten hat. Hier werden 11 verschiedene Reifenmodelle getestet, um herauszufinden, welcher der beste ist. Und das Ergebnis ist: Der Hankook Ventus V12 evo ist der Sieger. Er hat die besten Werte in fast allen Kategorien. Er ist schnell, sicher und hat eine lange Lebensdauer. Er ist der perfekte Reifen für die Rennstrecke.

**Handling trocken**  
Handlungsfähigkeit bei trockener Fahrbahn

**Bremsen trocken**  
Bremsleistung bei trockener Fahrbahn

**Aquaplaning**  
Stabilität bei Regen

**Handling nass**  
Handlungsfähigkeit bei nasser Fahrbahn

**Bremsen nass**  
Bremsleistung bei nasser Fahrbahn

**Kreisbahn**  
Stabilität auf der Kreisbahn

**Vorbeifahrerzusch**  
Lärmpegel bei Vorbeifahrt

**Rollwiderstand**  
Widerstand gegen das Rollen

**Abrollkomfort**  
Komfort beim Fahren

hankooktire.com

# VENTUS V12 evo

The new power in sports driving

**Hankook**  
driving emotion



# VENTUS V12 evo

The new power in sports driving

A new concept in ultra high performance tires that delivers superb control and braking. Experience unrivalled comfort during high-speed driving.

Ultra High Performance

## Solid center rib block

The solid rib block in the center enhances braking performance. It also ensures optimal ground contact pressure and control response at high speeds for excellent handling.



## Efficient water drainage thanks to wide linear groove and Y-shape pattern design

Wide linear grooves and an aggressive Y-shape pattern design effectively channels water away from the tire. This means safe driving on rainy roads.



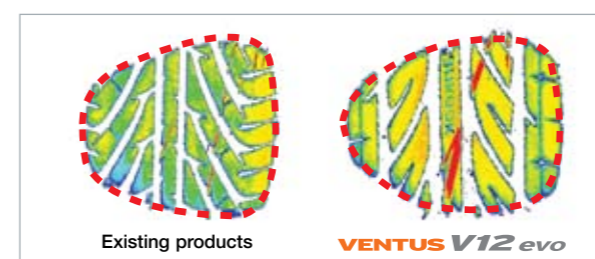
Y-shape pattern  
Improved water drainage



Wide linear grooves  
Improved water drainage

## High-density nylon reinforcement belt

Optimized structure featuring a high-density nylon belt leads to even distribution of ground contact pressure during cornering.



**VENTUS V12 evo** pattern provides more even ground contact when cornering versus existing products.

## 3D effect on block edge

Diverse angles on the block edge result in a sophisticated design with a three-dimensional effect. Ground contact pressure is evenly distributed for optimal handling and braking.

