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2026 AutoBild Track Day Tyre Test

DATA ANALYZED AND REVIEWED BY **Jonathan Benson** | April 9, 2026 | 8 min read

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Auto Bild Sportscars tested five semi-slick track tyres in sizes 275/35 R19 and 285/30 R20, fitted to a BMW M2. The standard Michelin Pilot Sport Cup 2 (with BMW marking) was used as a baseline reference, and a Pirelli slick was included as an out-of-competition comparison. Testing took place at Vizzola and Nardò in Italy, covering wet handling, wet braking, dry braking, hot lap, and a six-lap long run to assess durability.



Test Publication:

<https://www.autobild.de/ratgeber/reifen/>
 Images courtesy of Auto Bild

Test Size: 275/35 R19
 Tyres Tested: 5 tyres
 Test Categories: 2 categories (5 tests)
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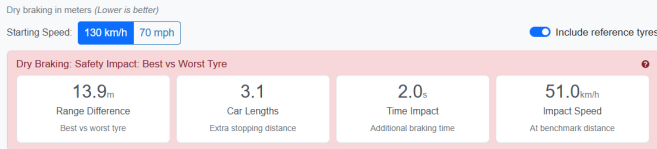
- Michelin Pilot Sport 5 Energy vs Pilot Sport 5
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- Winter Tyres Tested at 0c to 15c

The Pirelli P Zero Trofeo RS, developed specifically for the BMW M2 CS, took the win with the best dry performance across the board and strong long-run consistency. The biggest surprise was the Vitour Tempesta P1 from China, which finished second - only a second off the Pirelli on the hot lap and solid in both wet and dry conditions. The Michelin Pilot Sport Cup 2 R, the most expensive tyre in the test at over 2000 euros per set, disappointed with a lack of outright grip and poor long-run durability, finishing joint fourth. The Yokohama Advan A052 dominated the wet tests by a wide margin but faded in the dry long run due to its very soft compound. The full slick proved surprisingly close to the Trofeo RS on a single hot lap but was slower than several semi-slicks over longer stints, as the BMW's ABS could not cope with the extreme grip levels.

Dry

The Pirelli P Zero Trofeo RS stopped shortest from 100 km/h, more than two metres ahead of the baseline Michelin Pilot Sport Cup 2. The testers noted that the Pirelli's ABS integration was noticeably better than the rest of the field - a result of its specific development on the BMW M2. The Yokohama Advan A052, the strongest wet performer, was the weakest semi-slick here, its soft compound feeling spongy under hard braking. The full slick was slowest of all - its extreme grip overwhelmed the ABS, causing a cycle of locking and releasing that added over five metres to its stopping distance.

Dry Braking



On the 6.2 km Nardò handling circuit, the Pirelli P Zero Trofeo RS was the fastest semi-slick, only 0.86 seconds behind the full slick, standing out for precise turn-in and a wide, predictable limit. The Vitour Tempesta P1 was just one second off the Pirelli, showing good stability at both axes - a strong result for a Chinese-made tyre in this company. The Michelin Pilot Sport Cup 2 R, developed for the heavier M4 CSL, felt too hard on the M2, producing occasional understeer and finishing well off the pace. The Yokohama posted a similar time to the Michelin but felt somewhat too soft according to the testers. The Nankang CR-S was slowest of the ranked tyres, though the entire semi-slick field was covered by just 2.35 seconds.

Dry Handling



Long Run

The long run covered six laps of the 6.2 km Nardò circuit at 80% pace, roughly equivalent to 20 laps of the Sachsenring in terms of tyre stress as Nardò is long and high grip. The Pirelli P Zero Trofeo RS was fastest on every lap from the second onwards - it looked worn by the end but felt stable and fast throughout, with good feedback and little movement. The Vitour Tempesta P1 was similarly quick, though it developed more movement at both axes in the final two laps. The Michelin Pilot Sport Cup 2 R never matched the pace of the front-runners despite its harder compound, and suffered heavy pick-up from lap two. The Nankang CR-S and standard Michelin Pilot Sport Cup 2 had similar pick-up problems. The Yokohama Advan A052, despite being the softest tyre, handled rubber pick-up surprisingly well. The full slick was the opposite of its hot lap result - it never found consistent pace, struggling with understeer and oversteer throughout.



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Dry Handling Long Run — Raw Data 3 Apr 2026
Average long run time in seconds (Lower is better)

	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5	LAP 6
Pirelli P Zero Trofeo RS 15:42	161.00 s +11.70	149.30 s	149.70 s +0.40	151.00 s +1.70	151.10 s +1.60	152.00 s +2.70
Vitour Tempesta P1 15:42	162.00 s +11.70	150.30 s	150.70 s +0.40	151.80 s +1.50	151.40 s +1.10	152.50 s +2.20
Michelin Pilot Sport Cup 2 ...	166.30 s +13.60	152.70 s	152.70 s	153.40 s +0.70	154.10 s +1.40	154.40 s +1.70
Michelin Pilot Sport Cup 2 R ... 1... 1...	161.10 s +5.80	155.30 s	155.70 s +0.40	156.40 s +1.10	157.40 s +2.10	157.70 s +2.40
Nankang Sportnex CR S 15:43	162.40 s +6.60	155.80 s	156.80 s +1.00	156.90 s +1.10	156.70 s +0.90	155.90 s +0.10
Yokohama Advan A052 15:43	164.10 s +9.10	165.00 s +10.00	155.80 s +0.80	155.00 s	156.90 s +1.90	157.10 s +2.10
Reference Slick [Ref] 15:43	164.40 s +8.20	156.40 s +9.20	156.20 s	157.10 s +0.90	157.00 s +0.80	157.40 s +1.20

Wet

In wet braking from 100 km/h, the baseline Michelin Pilot Sport Cup 2 - the tyre with the most tread grooves - stopped shortest, with the Yokohama Advan A052 just 0.2 metres behind. The Michelin Pilot Sport Cup 2 R and Pirelli P Zero Trofeo RS both suffered from a water wedge forming under the contact patch, unsettling the ABS on the initial brake input and adding several metres. The slick needed more than double the distance of the best semi-slick.

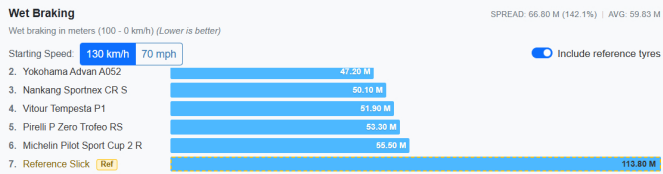
compound, and suffered heavy pick-up from lap two. The Nankang CR-S and standard Michelin Pilot Sport Cup 2 had similar pick-up problems. The Yokohama Advan A052, despite being the softest tyre, handled rubber pick-up surprisingly well. The full slick was the opposite of its hot lap result - it never found consistent pace, struggling with understeer and oversteer throughout.

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The Yokohama Advan A052's soft compound, which hurt its dry braking, paid off in the wet. It was ten seconds faster than the next semi-slick over the 2.8 km Vizzola wet handling course - a gap the testers did not expect, especially on a Pirelli test facility. The Nankang and Vitour were close behind each other in second and third, the Nankang offering the better balance of the two. The Pirelli and Michelin Pilot Sport Cup 2 R both offered safe handling with controllable oversteer, but began to aquaplane about 10 km/h sooner than the Yokohama - the Pirelli's dry-condition strengths in turn-in and grip did not carry over to the wet. Despite being semi-slicks, all five ranked tyres completed the wet course without difficulty.

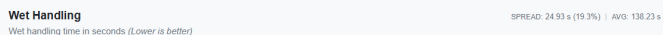


Results

The Pirelli P Zero Trofeo RS won overall on the strength of its dry performance, which carries 80% of the total weighting. The Vitour Tempesta P1 was the standout value option in second place, while the Yokohama Advan A052's wet dominance was not enough to offset its dry-condition weaknesses, leaving it tied for fourth with the much more expensive Michelin Pilot Sport Cup 2 R.



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1. Yokohama Advan A052	129.17 s
2. Nankang Sportnex CR S	133.96 s
3. Vitour Tempesta P1	134.01 s
4. Michelin Pilot Sport Cup 2 R	138.49 s
5. Pirelli P Zero Trofeo RS	138.89 s
6. Michelin Pilot Sport Cup 2 (Ref)	139.01 s
7. Reference Slick (Ref)	184.10 s

Results

The Pirelli P Zero Trofeo RS won overall on the strength of its dry performance, which carries 80% of the total weighting. The Vitour Tempesta P1 was the standard pickup option in second place, while the Yokohama Advan A052's wet dominance was not enough to offset its dry condition.

Nankang Sportnex CR S
275/35 R19 99Y



EU Label: D/C/B
Weight: 54 kgs
Price: 1620.00


1 The Nankang CR-S delivers nearly perfect handling balance in both wet and dry conditions. It collects less pick-up than most of the field during the long run, keeping the tread surface cleaner over extended use. On the hot lap it was the slowest of the ranked semislicks, and at the limit it does not turn in quite as precisely as the Pirelli or Vitour. Dry braking is slightly held back by extra ABS intervention. In the wet it is one of the better performers, close behind the Yokohama in handling and solid under braking. It is a well-rounded tyre with no major weaknesses, though it does not stand out in any single test either. Set weight is on the high side at 54.0 kg.

Dry **96.3%** ▾

Wet **95.3%** ▾

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Yokohama Advan A052
275/35 R19 99Y



EU Label: D/B/B
Weight: 49.5 kgs
Price: 1612.00


1 The Yokohama Advan A052 has the softest compound in the group, which was noticeable by hand during fitting. That softness makes it the clear wet weather leader - it was ten seconds faster than the next semislick in wet handling and matched the standard Michelin Cup 2 in wet braking despite having far less tread pattern. The ABS works particularly well with this tyre in the wet, keeping the car stable and predictable under hard braking. In the dry the story is different. The soft compound feels slightly vague and spongy, and the ABS has to work harder during dry braking, losing a few centimetres. Hot lap time is mid-pack, equal to the Michelin Cup 2 R. The long run is where it suffers most - it was very slow to come in on lap two and picked up a lot of rubber debris, degrading faster than the front-runners. If wet capability matters, for example on a road drive home from a track day, this is the strongest choice.

Dry **96.3%** ▾

Wet **95.3%** ▾

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Nankang Sportnex CR S
275/35 R19 99Y



EU Label: D/C/B
Weight: 54 kgs
Price: 1620.00


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Dry **96.3%** ▾

Wet **95.3%** ▾

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Yokohama Advan A052
275/35 R19 99Y



EU Label: D/D/B
Weight: 47.8 kgs
Price: 2074.00


1 The Yokohama Advan A052 has the softest compound in the group, which was noticeable by hand during fitting. That softness makes it the clear wet weather leader - it was ten seconds faster than the next semislick in wet handling and matched the standard Michelin Cup 2 in wet braking despite having far less tread pattern. The ABS works particularly well with this tyre in the wet. Yokohama Advan A052 was the standard pickup option in second place, while the Yokohama Advan A052's wet dominance was not enough to offset its dry condition.

Dry **97.3%** ▾

Wet **89.2%** ▾

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Michelin Pilot Sport Cup 2 R
275/35 R19 99Y



EU Label: D/D/B
Weight: 47.8 kgs
Price: 2074.00

1 The Michelin Pilot Sport Cup 2 R was originally developed for the BMW M4 CSL, and on the M2 it does not feel fully at home. The compound is noticeably harder than the competition, which gives it the lightest set weight in the test at 47.8 kg but costs outright grip. On the hot lap it manages good initial pace, but the feel is less precise than the Pirelli or Vitour, with occasional understeer at the limit. The long run is its weakest area - performance drops after the first lap and heavy pick-up builds up, causing increasing movement at both axles. In the wet the harder compound and less effective water clearance leave it behind most of the field in both handling and braking, with the ABS struggling on the initial brake application. It is the most expensive set in the test by a wide margin, which makes the lack of a grip advantage hard to justify.

Dry **97.3%** ▾

Wet **89.2%** ▾

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Michelin Pilot Sport Cup 2 R
275/35 R19 99Y

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April 2026 215/55 R18 Hankook ION Evo 10 tyres

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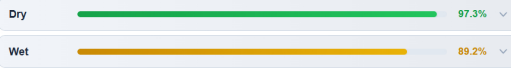
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March 2026 185/55 R16 Dunlop Blue Response TG 8 tyres



EU Label: D/D/B
 Weight: 47.8 kgs
 Price: 2074.00

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