■ **TEST** Classic tyres

Classic tyres tests in all conditions



Classic profiles combined with modern tyre technology are very popular at the moment. They pass on looks but with our tests on wet and dry tracks, we experienced some scary set-backs

riends of historical vehicles usually choose equipment very carefully and go by one simple rule: whoever is gentle with his classic car avoids inevitably high costs.

Naturally the same goes for tyres. Anyone who constantly burns rubber and can't help sliding or doing racing starts is left at the end of the day with worn tire shoulders and torn profile blocks. A modest use of the throttle and avoidance of full braking will guarantee a longer tyre life.

However, as with all things rubber, tyres are subject to ageing. Also through regular use their ability to perform will not remain contant forever. Despite the addition of specialist oils and chemicals to slow aging the materials harden over the years and this negatively affects the technical properties of the tyres

In wet conditions particularly, a fresher, more elastic rubber grips much more surely than one which has been hardened by the sun and elements in general.



GUIDE TO TYRE CODES

on the tyre sidewall you will find, aside from the manufacturers' name and dimensions, a great deal of interesting information. When making a new purchase you should, above all, look for the production date.

- 1: Tyre width in millimetres
- 2: 55% of tyre width (205) = sidewall height
- 3: 'R' stands for radial tyre.
- 4: Rim diameter in inches.
- 5: Load index specifying maximum load of tyre. V = 150mph speed rating.
- 7: production week and year (2205) Up to 1999 three digits next to a triangle were common
- 8: E or e plus country code number gives the EC test mark.



Tests on wet

surfaces separate

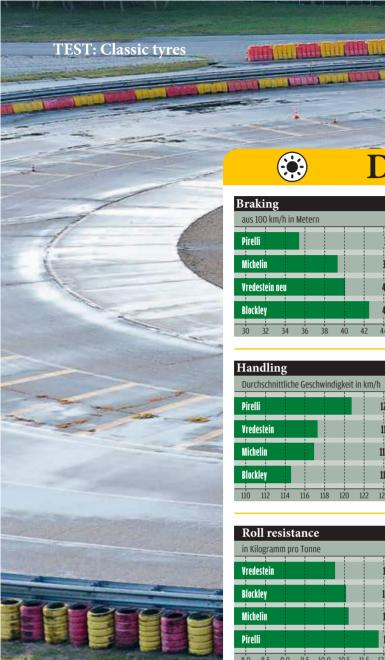
the wheat from

the chaff. With

speeds in the 70s

the Porsche soon starts to swim and

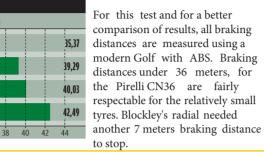
lose road contact



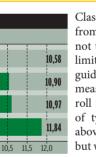
Dry test

Vredestein neu

Michelin



Of course it's not usual to take a classic car to full speed on the road at the weekend; Nevertheless, lap time is a good reference for the dynamic qualities and safety limits of the vehicle. The Blockleys surprise with sudden kicking out of the rear axle while Vredesteins lack crisp turning. Pirelli and Michelin are much more harmonious through the bends



Classic and vintage tyres are exempt from labeling regulations, they need not therefore comply with the strict limits of noise and rolling resistance guidelines. In spite of this we measure quite high values on the roll resistance test for all four types of tyre. Pirelli is once again 10% above the values of its competitors, but with use this is hardly significant



Die wichtigsten Spezialisten und Lieferanten für **Oldtimer-Reifen**

► Münchner Oldtimer Reifen GmbH (MOR)

83607 Holzkirchen: www oldtimer-reifen com

Bietet einige Formate von Firestone. BF Goodrich und Dunlop exklusiv an. nroduziert Weißwandreifen

► Oldtimer- und Weißwandreifen Harald Möller GmbH

25 451 Quickborn-Halenberg: www.oldtimerreifen-moeller.de

Produziert Weißwandreifen

► Vintage Wheels 21357 Barum: www.vintagewheels.de

► HKT Hannes Kuhn

87435 Kempten: www.reifen-technik.eu

Bietet einige Blockley-Reifen exklusiv an

► Moser Oldtimerreifen

A-4650 Lambach; www.oldtimerreifen.at

► Cool American Imports

CH-5242 Birr: www.classicreifen.ch

► Biooli, klassische Fahrzeugteile 10 178 Berlin: www.bjooli.com

Tests on wet ground

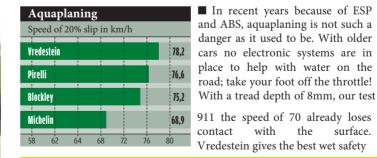
reached the end of its life. Whatever the residual tread depth may be it is definitely exactly what would happen safer to replace the tyres.

these when we tested four models with dimensions 185/70 R15

Some knowledge is required Modern tyre technology As the test vehicle we chose a when looking for a combined with classic profile Porsche 911E 2.4 as its production date. Information design is very much in sophistication and tough about the production date is fashion. Alongside Michelin handling would mercilessly in code in the last 4 digits of and Vredestein the marketing uncover any fault in the tyre strategists of Pirelli have construction. On the almost the so-called DOT number strategists of Fiften have the so-called DOT number embraced the classic scene 3km long Tazio Nuvolari (see box on previous page). and now offer a re-edition circuit south of Milan, the test After about 6 years it is of the CN36 in accordance driver had ample opportunity recommended you make a with Porsche specifications. to test this, especially when the regular inspection for cracks The British brand Blockley, tyres from Blockley were due to ageing on the side better known for the straining for a connection walls and also the tread historical racing circuit has between the car and the road; grooves. After 10 years (12 at claimed a part of the with a lack of lateral guidance most) the tyre will have lucrative old-time tyre and a swerving back axle the market too. But how good driver experienced a rollermodern coaster ride. The Vredestein classics? We wanted to know Sprint classics also made it difficult to keep the rear axle in the lane. On the other hand the Porsche is well balanced on the road with Michelin and Pirelli



16 meters of stopping distance lie between the best and worst



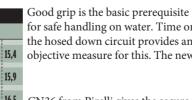
Cornering

Pirelli

Vredesteir

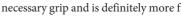
Average time in seconds

With a tread depth of 8mm, our test 911 the speed of 70 already loses contact with the surface. Vredestein gives the best wet safety



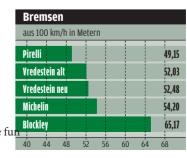
for safe handling on water. Time on the hosed down circuit provides an objective measure for this. The new







Due to lack of grip, the ride over the wet course with the Blocklev led to some nerve-racking slides. Also with Michelin, lateral guidance was only sufficient for a satisfactory performance. Vredestein is much more dynamic on the course. Only the CN36 from Pirelli gives the secure necessary grip and is definitely more fun.



■ In braking every centimeter counts. With an additional braking distance of 16 meters (almost 4 car lengths) the Blockleys are definitely out of the running. Modern standards are clearly missing here our verdict: steer clear! But the remaining candidates prove that classic profiles can also be effective especially the Pirelli CN36 which is unequaled on water.



