

Start with fresh rubber

Even for classic cars a new set of tires is due after ten years at the latest. Fresh rubber in a classic design increases safety and reactivates driving pleasure - if you choose the right classic tire

Quick detour:
The Jaguar E-Type in racing trim of the 60s comes into the pits for a tire change



DUNLOP
SP SPORT
AQUAJET

DUNLOP
SPORT CLASSIC

MICHELIN
XWX

PIRELLI
CINTURATO
HS CN12

PIRELLI
CINTURATO P5

RADAR
DIMAX CLASSIC

VREDESTEIN
SPRINT CLASSIC

FROM THE outside, they are still round and black as they were more than 100 years ago. But time has not stood still; the know-how and technology used to build vintage tires in the style of the 1960s has come a long way. Replacing the reliable but very uncomfortable solid rubber variants, Charles Goodyear,

Robert Thomson, John Dunlop, Charles Welch and the Michelin brothers were the inventors and pioneers of the pneumatic tire. These initial clincher, beaded edge pneumatic tires were unreliable, often bursting, causing serious accidents. It was not until 1920s that their everyday suitability improved with the introduction of cord fabric in the carcass, steel wire in the bead and appropriate tread design.

The life-span of air-filled crossply tires increased from a meagre 5 to 20,000 kilometers. From 1946 onwards, the first radial tires with radially arranged carcass layers and stabilising belt in the tread, revolutionised driving dynamics on wet roads and in corners significantly.

With the introduction of low-profile tires in 1965, tires were also deliberately showcased as aesthetic features for sporscar design. The treads became wider and the sidewalls flatter. With these 15-inch 70 series tires, which are the subject of our test, they are just 205 mm wide, very much in the vintage >>



TESTS ON WET TRACK

The best grip on wet roads is provided by the classic variants from Pirelli. On the wetted skid pan, they take the lead with direct steering behaviour and balanced handling. Dunlop (Sport classic) and Vredestein also perform well in the wet. Dunlop's Aquajet and Michelin's XWX land in the mid-field with less lateral grip and limited reserves for aquaplaning. The Radar Dimax Classic from China, on the other hand, slips across the course, like on grease, taking it out of the race.

WET HANDLING			
Average speed in km/h			
Pirelli CN12			78,8
Pirelli P5			78,4
Dunlop SC			76,1
Vredestein			75,2
Michelin			72,9
Dunlop Aqua			71,2
Radar			66,2
	60	70	80

AQUAPLANING	
Float speed in km/h	
Pirelli P5	93,3
Vredestein	91,5
Dunlop SC	87,1
Pirelli CN12	86,1
Radar	80,0
Dunlop Aqua	73,8
Michelin	73,6

CURVE AQUAPLANING			
Mean residual lateral acceleration in m/s ²			
Dunlop SC			3,92
Pirelli P5			3,53
Vredestein			3,37
Pirelli CN12			3,21
Radar			2,73
Michelin			2,35
Dunlop Aqua			2,13
	2	3	4

WET BRAKING							
from 100 km/h to meters							
Pirelli P5							49,5
Dunlop SC							50,3
Pirelli CN12							50,5
Vredestein							53,5
Michelin							58,5
Dunlop Aqua							64,5
Radar							71,9
	45	50	55	60	65	70	75

CIRCULAR TRACK			
Lap time in seconds			
Pirelli CN12			11,4
Pirelli P5			11,4
Dunlop SC			11,8
Vredestein			11,9
Michelin			12,6
Dunlop Aqua			12,9
Radar			13,2
	11	12	13



British Racing: Mark Schmidt from L.B. Racing (at the wheel) and owner Nykle Meijer explain the cockpit of the light-weight

Ride on the Cannonball: In wet conditions, quick reactions to the rear end skidding are required

Water flow: Good safety reserves during aquaplaning keep classic cars securely on track





270 hp was sensational in the sixties, resulting in a top speed of nearly 240 km/h. Adapter plates with central locking allow the mounting of steel wheels



► **Style:** The dimensions of today's sportscar tires are still miles away from the style of classic tires. Tire dimensions that are now used on small cars had to be sufficient in the 1960s to keep super sports cars with 270hp at a top speed of 240km/h safely on the road. The Jaguar E-type built from 1961 to 1974 is considered an icon of sports car manufacturing of that era; This is especially true for the twelve lightweight variants successfully used in racing. Unlike the standard E-type, the monocoque is made of aluminium sheet and the powerful brakes come from the luxury mark IX Sedan

The 3.8L, 6 cylinder engine block was also revised for this and made of aluminium, with the cylinder head coming from the legendary D-type. Our beautiful, red, test E-type is a faithful replica, built like an original Lightweight on the basis of the E-type Roadster. We tested which modern productions of classic tire profiles perform best on the track.

ON DRY TRACK

HANDLING		
Average speed in km/h		
Pirelli P5		87,6
Pirelli CN12		87,5
Dunlop SC		86,8
Radar		86,8
Dunlop Aqua		86,3
Vredestein		86,2
Michelin		85,5

With an empty weight of less than 1000 kilograms and 270 hp under the aluminum hood, the lightweight really gets going on the race track. The two Pirellis provide precise steering and perfect lateral guidance for driving safety and great driving pleasure. The following group also convinces, with safe driving behaviour throughout. Michelin's XWX lacks lateral guidance, lagging behind the competition in handling (Top right page 137)

BRAKING		
from 100 km/h to meters		
Pirelli CN12		37,2
Pirelli P5		38,0
Dunlop SC		38,7
Radar		39,1
Michelin		39,3
Vredestein		39,5
Dunlop Aqua		41,4

PASS-BY NOISE		
at 80 km/h in dB(A)		
Dunlop Aqua		71,6
Radar		71,9
Michelin		72,5
Vredestein		72,6
Dunlop SC		74,0
Pirelli CN12		75,4
Pirelli P5		78,0

ROLLING RESISTANCE		
in kg/t		
Dunlop SC		9,01
Radar		9,53
Michelin		9,99
Pirelli CN12		10,90
Vredestein		10,91
Dunlop Aqua		11,54
Pirelli P5		11,88

The test was supported from Dunlop, Michelin, Pirelli and Vredestein. Our standards of transparency and journalistic independence can be found under go2.as/independence

The tyres from Vredestein and Michelin roll particularly quietly and comfortably - an advantage for everyday use



CONCLUSION

Dierk Möller

Modern productions of historic tires with period profiles act like a rejuvenating cure for the classic car. They improve driving dynamics thanks to modern manufacturing technology and simultaneously increase safety margins. However, vintage fans have to dig deep into their pockets for this.



Auto Bild klassik WINNER

CLASSIC SUMMER PROFILES OF THE DIMENSION 205/70 VR 15

Auto Bild klassik EXEMPLARY

			Pirelli Cinturato HS CN12 96 W Price per set 1830 €	Dunlop Sport Classic 96 W Price per set 1470 €	Pirelli Cinturato P5 96 W Price per set 1615 €	Vredestein Sprint Classic 96 W Price per set 1185 €	Michelin XWX 90 W Price per set 1520 €	Dunlop** SP Sport Aquajet 93 V Price per set 2100 €	Radar Dimax Classic 96 V Price per set 315 €
Weight in percent									
Wet	Aquaplaning*	15	2+	2+	1	1	3	3	2-
	Curve aquaplaning	5	2+	1+	1	1-	3	3-	2-
	Handling*	40	1-	2+	1-	2	2-	3	5
	Circular track	10	1	2+	1	2+	3+	3	4+
	Braking*	30	1-	1-	1-	2	3+	4+	5
Category grade			1-	2+	1-	2+	3+	3-	4-
Dry	Dry Handling*	40	2+	2	2+	2-	3+	2-	2
	Braking*	30	1-	2+	1-	2	2	3+	2
	Ride comfort	10	2	2	2	2+	2+	2	2-
	Pass-by noise	10	3+	2	3-	2+	2+	1-	1-
	Rolling resistance	10	3+	1-	3-	3+	2	2-	2
Category grade			2+	2+	2	2	2-	3+	3+
Placement			1. Place	2. Place	3. Place	4. Place	5. Place	6. Place	7. Place
Judgment			exemplary	exemplary	good	good	satisfying	not recommended	not recommended
Schnelllauf bestanden			✓	✓	✓	✓	✓	✓	✓
Gesamtnote			1,2	1,3	2,1	2,3	3,3	4,5	5,5

safety-relevant test
**Licensed replica of the Vintage tyre supplies Ltd

Strengths Excellent grip on wet tracks, precise steering response, sporty agile handling, short braking distances, good aquaplaning reserves, good ride comfort

Weakness Increased Rolling resistance

Strengths Good grip on wet tracks, crisp and direct steering response, sporty agile handling, short braking distances, good aquaplaning reserves.

Weakness Slight tendency to Oversteer

Strengths Excellent Grip on wet roads, precise steering response, sporty and crisp handling, short braking distances, very good aquaplaning reserves

Weakness Increased Rolling noise, high Rolling resistance

Strengths Agile, balanced handling with very good lateral stability on wet and dry tracks, short braking distances, good aquaplaning reserves

Weakness Slightly delayed steering response

Strengths Balanced handling on wet roads, good ride comfort, low pass-by noise

Weakness Moderate aquaplaning reserves, slightly delayed steering response, extended braking distances.

Strengths Acceptable handling on dry roads, quiet rolling noise

Weakness Low aquaplaning reserves, delayed steering response, long braking distances on wet and dry tracks

Strengths Decent handling on dry tracks.

Weakness Poor grip and strongly understeering, unbalanced behaviour on wet surfaces, dangerously long braking distances on wet and dry roads moderate aquaplaning reserves

HOW WE EVALUATED The evaluation is done using grades from 1 = very good to 6 = unsatisfactory. The percentages under the individual disciplines correspond to the weighting. Chapter grades worse than 2 and individual grades from 3+ in the driving dynamics tests no longer allow an 'exemplary' rating. In the event of a tie in grades, the manufacturers are sorted in alphabetical order. The chapter ratings each contribute half to the overall rating

The grades are calculated according to the following scheme:

Score	1+	1	1-	2+	2	2-	3+	3	3-	4+	4	4-	5+	5	5-	6
Points	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0