

Robert Thomson, John Dunlop, ROM THE outside, they Charles Welch and the Michelin The life-span of air-filled not stood still; the know- edge pneumatic tires were radial how and technology used unreliable, often bursting, arranged reliable but very introduction of cord fabric in the significantly. uncomfortable solid rubber carcass, steel wire in the bead and variants, Charles Goodyear, appropriate tread design.

are still round and black as brothers were the inventors and crossply tires increased from a they were more than 100 puioneers of the pneumatic tire. meagre 5 to 20,000 kilometers. years ago. But time has These initial clincher, beaded From 1946 onwards, the first tires with to build vintage tires in the causing serious accidents. It was and stabilising belt in the tread, style of the 1960s has come not until 1920s that their everyday revolutionised driving dynamics on a long way. Replacing the suitability improved with the wet roads and in corners

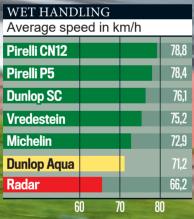
With the introduction of lowprofile tires in 1965, tires were also deliberately showcased as aesthetic features for sporscar design. The treads became wider and the sidewalls flatter. With these 15-inch 70 series tires, which are the subject of our test, they are just 205 mm wide, very much in the vintage





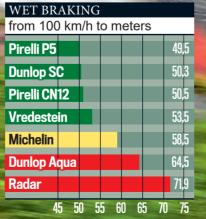
# TESTS ON WET TRACK

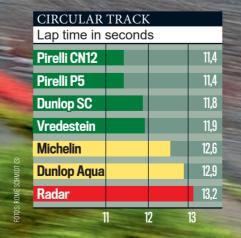
The best grip on wet roads is provided by the classic variants from Pirelli.On the wetted skid pan, they take the lead with direct steering behaviour and balanced handling.Dunlop (Sport classic) and Vredestein alsoperform well in the wet. Dunlop's Aquajet and Michelin's XWX land in the midfield with 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.













#### 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

### ■ **SERVICE** Reifentest



sensational in the sixties, resulting in a top speed of

240 km/h. Adapter plates with central locking allow the mounting of steel wheels

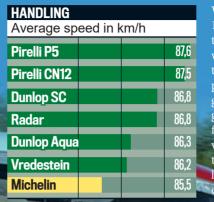
sportscar tires are still miles away from the style of classic tires. Tire dimensions that are now used on small cars had to be sufficient in the type. 1960s to keep super sports cars with 270hp at a top speed of240km/h safely on the road. The Jaguar Etype built from 1961 to 1974 is considered an icon 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

> Style: The dimensions of today's 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-

> Our beautiful, red, test E-type is a faithful replica, built like an original Lightweighton the basis of the E-type Roadster.

> We tested which modern productions of classic tire profiles perform best on the track.

## ON DRY TRACK



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

BRAKING								
from 100 km/h to meters								
Pirelli (	CN12				37,2			
					00.0			
Pirelli F	25				38,0			
D 1	00	_			20.7			
Dunlop	SC				38,7			
		_			004			
Radar					39,1			
			_		00.0			
Michel	in				39,3			
			_		00 F			
Vredes	tein				39,5			
Dunlop Aqua 41,4								
-		-		0	- 176			

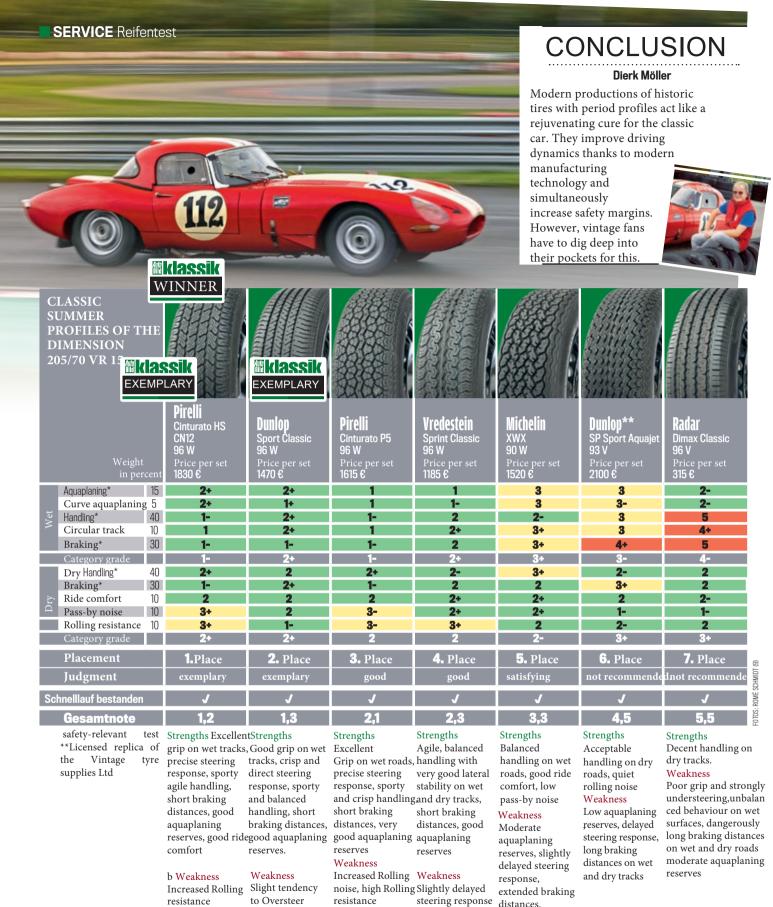
	The test w
7,2	supporte
	from Dun
8,0	Michelin, P
8,7	and Vredes
U, <i>I</i>	Our standar
39,1	transparenc
9,3	journalis
J,J	independenc
9,5	be found u
1 4	go2.as/
1,4	independe
-8	

at 80 km/h in dB(A)									
Dun	op.	\qu	а					71,6	
Rada	ar							71,9	
Mich	ıelir	_						72,5	
Vrec	est	ein						72,6	
Dun	op S	SC						74,0	
Pire	li C	N12			Г			75,4	
Pire	li P	5						78,0	
71 72 73 74 75 76 77 78									

	ROLLING	RESIST <i>I</i>	ANCE	
	in kg/t			
	<b>Dunlop SC</b>			9,01
	Radar			9,53
	Michelin			9,99
	Pirelli CN12			10,90
	Vredestein			10,91
10	<b>Dunlop Aqu</b>	а		11,54
	Pirelli P5			11,88
18	STATE OF THE STATE	111 12 11		16.00

The tyres from Vredestein and Michelin rollparticularly and comfortably an advantage f





resistance to Oversteer resistance steering response distances.

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								0		4+	4	4-	5+	5	<b>5-</b>	6
Points	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	n