■ **TEST** Classic tyres

Classic tyres tests in all conditions

BLOCKLEY
Radial TL

MICHELIN
Collection XWX

PIRELLI
CN 36

VREDESTEIN
Sprint Classic

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

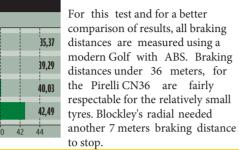
Braking

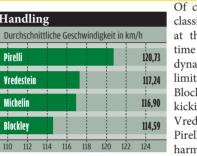
Pirelli

Vredestein neu

30 32 34

aus 100 km/h in Meterr





strategists of Pirelli have construction. On the almost

market too. But how good driver experienced a roller-

classics? We wanted to know Sprint classics also made it

modern coaster ride. The Vredestein

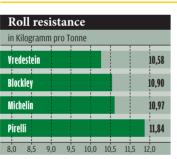
difficult to keep the rear axle in

the lane. On the other hand the

Porsche is well balanced on the

road with Michelin and Pirelli

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



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

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

when we tested four models

with dimensions 185/70 R15

these

depth may be it is definitely exactly what would happen

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

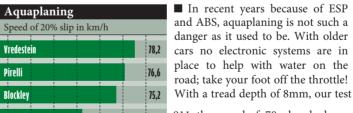


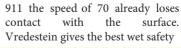
16 meters of stopping distance lie between the best and worst

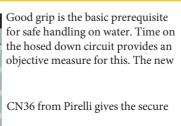


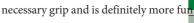
Pirelli

Vredesteir











Die wichtigsten

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

the grip

You can only real

test wet grip on

The faster the



Bremsen

Vredestein alt

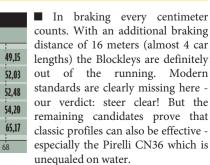
Vredestein neu

Michelin

Pirelli

aus 100 km/h in Metern

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.



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reached the end of its life.

Whatever the residual tread

safer to replace the tyres.



