

TYRE SIZES AND DETAILS

MARKINGS ON TYRES AND THEIR MEANINGS:

SPEED RATINGS - SPEED IS MAXIMUM

R = 106 MPH (170 KPH)

S = 112 MPH (180 KPH)

H = 130 MPH (210 KPH)

V = 150 MPH (240 KPH)

INFLATION PRESSURE, LOADING, CONDITION OF TYRE, ROAD CONDITIONS AND WEAR ALL HAVE AN INFLUENCE, LOW TYRE PRESSURES FOR EXAMPLE GENERATE EXCESSIVE HEAT.

SIZES 4:10H19 – A TYPICAL IMPERIAL SIZE. 4.10 BEING THE NOMINAL WIDTH, H THE SPEED RATING, 19" BEING THE RIM SIZE

MODERN TYRES MARKED WITH METRIC DIMENSIONS HAVE A THIRD DIMENSION FOR EXAMPLE THE 4:10V19 AVON ROADRIDER IS ALSO MARKED 100/90V19 – 100 BEING THE NOMINAL WIDTH, 90 BEING THE HEIGHT OR ASPECT, THE SECOND NUMBER 90 IS NOT A SPECIFIC MEASUREMENT IT IS ALWAYS QUOTED AS A PERCENTAGE OF THE WIDTH, SO THIS IS EFFECTIVELY A LOW ASPECT RATIO TYPE, ITS HEIGHT BEING 90% OF ITS WIDTH (IN THIS CASE IT HAPPENS TO CORRESPOND TO A MEASUREMENT, ie 90MM BUT IT NEVERTHELESS IS A PERCENTAGE OF THE WIDTH.

THE GENERAL RULE WITH IMPERIAL TYRES SEEMS TO BE THAT IF THE TYRE IS DIVISIBLE BY .250" THEN THE TYRE HAS THE SAME WIDTH AND HEIGHT, ie ASPECT RATIO 100%. IF A MAKER WISHED TO PRODUCE A TYRE THAT WAS MARKED IN THE IMPERIAL WAY ie 4:25X18 BUT HE WANTED TO LOWER THE HEIGHT THE FIGURE WOULD BE PLACED AFTER THE 4:25 SO THE 4:25H18 TT100 IS ACTUALLY MARKED 4:25/85H18, ITS ASPECT RATIO IS 85%. THE 4:10 AVON ROADRUNNER IS MARKED 4:10H19 BUT ALSO IN THE METRIC EQUIVALENT ie 100/90H19. THE 4:10 DUNLOP TT100, AVON ROADRUNNER AND AVON ROADRIDER ALL HAVE AN ASPECT RATIO OF 90% (90MM) THE 4:25 WITH AN ASPECT RATIO OF 85% WILL BE 92MM HIGH (85% OF 4:25")

CONFUSED??? GOOD SO AM I

IT ONLY REMAINS TO BE SAID THAT YOU SHOULD NOT FIT AN 18" WHEEL TO A COMMANDO FRONT OR REAR, YEARS AGO WHEN THE 19" TYRE BEGAN TO BE PHASED OUT A RASH OF PEOPLE FITTED 18" RIMS ON THE BACK. THE RESULT IS GENERALLY AWFUL, THE BIKE IS OK UNDER POWER OR BRAKING BUT WHEN DITHERING ALONG AT A STEADY PACE IT FEELS EDGY AS IF CROSSING WHITE LINES, ALWAYS FEELS LIKE ITS GOING TO GO INTO A TANK SLAPPER BUT GENERALLY DOES NOT. THE EFFECT IS WORSE DEPENDING HOW FAR BACK THE RIDERS WEIGHT IS SO A SMALL RIDER WITH A ROADSTER TANK MAY NOT FIND IT SO BAD. GENERALLY IT IS TO BE AVOIDED. EXPERIMENTING WITH TYRE CHOICES AND COMBINATIONS SEEMS A LITTLE POINTLESS WHEN THERE IS SUCH AN EXCELLENT CHOICE OF 19" TYRES AVAILABLE.

AVON ROADRIDER IS MY FAVOURITE BUT THE DUNLOP TT100 AND AVON ROADRIDER ARE ALSO FINE AND NO DOUBT THERE IS A RAKE OF OTHER TYPES/MAKES NOW THAT THE 19" RIM HAS REGAINED ITS POPULARITY.

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