

Eight rear cross tyres tested by the Swedish magazine Motosport

Dunlop

Designation: D 739.

Dimensions: 110-90/19.

Vendor: Allright.

Country of origin: Japan.

Date of manufacture: 5th week of 2008.

Recommended price: 1 245 crowns.

Balance: Good balance apart from small variations. The bike behaved in the same way as when fitted with Pirelli tyres. The bike was well-balanced with small wobbles, but fell one point short of the top score.

Balance score: 3.5.

Wear: The samples were heavily worn, and not just on the surface of the tread. The rubber showed heavy abrasion in the lower part of the tyre, however the side treads stood up to the treatment quite well.

Wear score: 2.5.

Removal and changing: Really difficult to change. Hard rubber requiring real force.

Use: For medium to hard surfaces. The tread has been developed for aggressive riding and gives good braking performance.



after test

Kenda

Designation: K 775, Washougal Sticky.

Dimensions: 110-90/19.

Vendor: Pro Imp.

Country of origin: Taiwan.

Date of manufacture: 20th week of 2008.

Recommended price: 745 crowns.

Balance: Excellent balance. The bike was stable through bends and showed no instability even during hard shifting in bends.

Balance score: 4.

Wear: You could hardly tell that we had tried to damage the tyres. The tread was entirely undamaged.

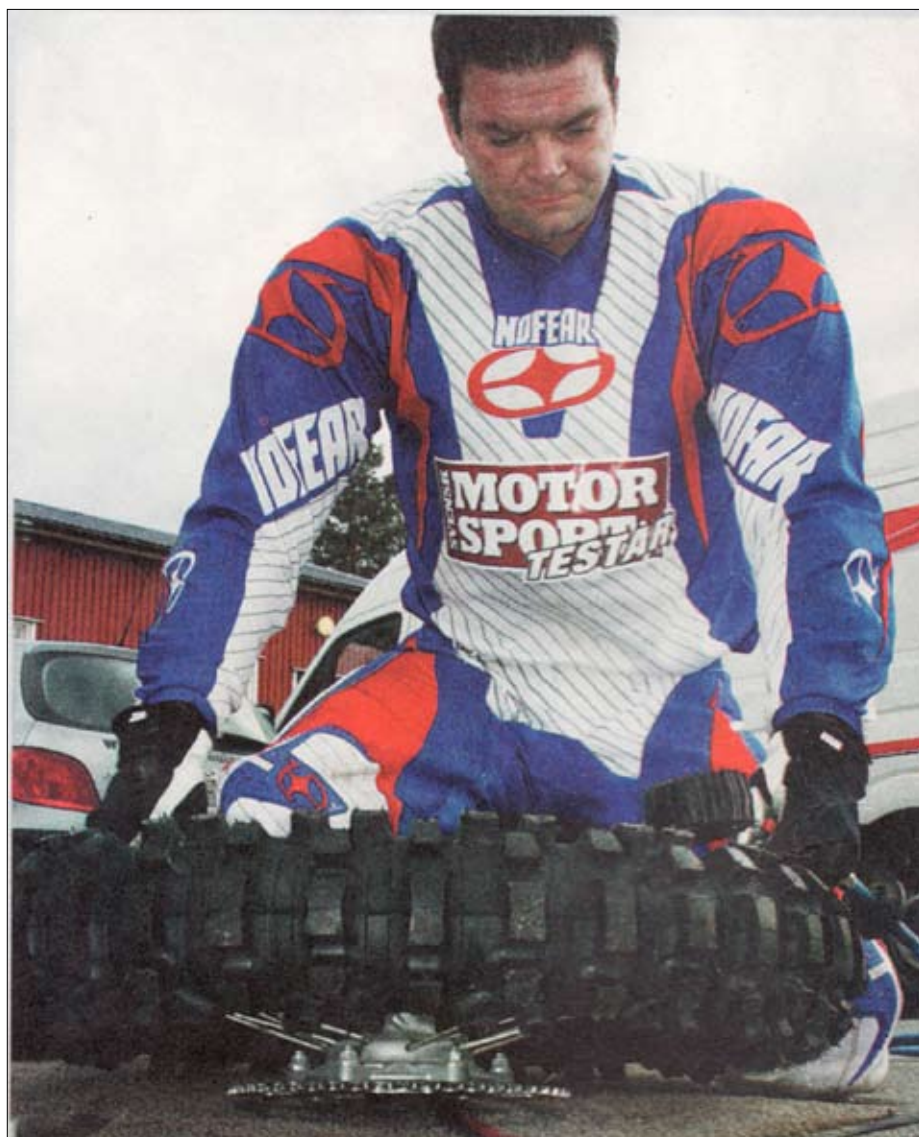
Wear score: 4.

Removal and changing: Normal, no extra force required.

Use: A universal tyre for gravel surfaces, but not for the hardest terrain. The company's most widespread cross tyre, and the model with the shortest lifespan.



after test



Test rider Michael Schwartz changing a tyre.

Maxxis

Designation: IT Maxx Cross.

Dimensions: 120-90/19.

Vendor: Jofrab.

Country of origin: Taiwan.

Date of manufacture: 22nd week of 2007.

Recommended price: 699 crowns.

Balance: Very good balance. No marked slippage when shifting, braking or accelerating strongly.



after test

Balance score: 4.

Wear: Visible marks on the rubber. The tyre was heavily damaged, not only in the central part but also on the side treads.

Wear score: 2

Removal and changing: Medium difficulty. This may be because the tyre is over a year old, which could cause the rubber to harden. Robust structure.

Use: Developed for medium to hard surfaces. Designed for all types of users – recreational or competitive riding. Widely used in America. Good value for money.

Eight rear cross tyres tested by the Swedish magazine Motosport

Metzeler

Designation: MC5.
Dimensions: 110-90/19.
Vendor: Duells.
Country of origin: Brazil.
Date of manufacture: 5th week of 2007.
Recommended price: 930 crowns.
Balance: Good grip on flat and gravel surfaces. The bike was stable during acceleration and did not show a tendency to slippage when shifting.



Grip score: 3.5.

Wear: We had the impression that it would require worse treatment than this to damage the tyre. It withstood the test well both in the central part and on the sides.

Wear score: 4.

Removal and changing: A year-old tyre speaks for itself – a great amount of force is needed. The tyre was the most difficult of all the tested tyres to change.

Use: A universal tyre with a wide range of uses. The tyre does not give the worst grip, but prioritizes durability over grip.

Michelin

Designation: Starcross MH3.
Dimensions: 110-90/19.
Vendor: ivliche-lin/Jofrab.
Country of origin: Taiwan.
Date of manufacture: 22nd week of 2008.
Recommended price: 1 029 crowns.
Balance: Very good when starting, stopping and shifting. Probably the best tyre of all for balance.



Balance score: 4.

Wear: The samples were heavily worn, probably more than we expected – not only on the tread surface, but in the lower part of the rubber. This reduced the overall score considerably.

Wear score: 2.

Removal and changing: As per usual.

Use: Motocross tyres for hard surfaces. The treads have firm central parts and softer rubber on the outer sides in order to achieve good grip.

Mitas

Designation: C 20.
Dimensions: 110-90/19.
Vendor: No Respect.
Country of origin: Czech Republic.
Date of manufacture: 22nd week of 2008.
Recommended price: 750 crowns.
Balance: Full control from the first to the last minute. Excellent balance in all test sections – starting, braking, shifting, acceleration.



Balance score: 4.

Wear: No major wear despite the tough test conditions. The hardest-wearing tyre in the test.

Wear score: 4.

Removal and changing: The easiest of the tyres to remove, even though it was slightly difficult at the start.

Use: This tyre is suitable for both hard and smooth surfaces. Mitas has always achieved both good balance and excellent durability. The tyre can easily be reversed if one side is worn.

Pirelli

Designation: Scorpion MX-eXtra.
Dimensions: 110-90/19.
Vendor: Duells.
Country of origin: Brazil.
Date of manufacture: 38th week of 2007.
Recommended price: 887 crowns.
Balance: A stable tyre. We found no unpleasant behaviour. The tyre gave good grip in all sections of the test.



Balance score: 3.5.

Wear: The Pirelli tyre performed well, even though the side treads were subjected to unexpectedly high demands. Width gives good grip.

Wear score: 3.5.

Removal and changing: An ordinary tyre - the usual tools, a bit of practice and it only took ten minutes.

Use: A universal wide tyre. Not a pure racing tyre, but gives good durability.

Viking

Designation: MX-Enduro.
Dimensions: 100-90/19.
Vendor: Jofrab.
Country of origin: China.
Date of manufacture: 23rd week of 2008.
Recommended price: 795 crowns. The price includes the front tyre.
Balance: Quite good during the first half of the test, but poor towards the end. It is clear that such a cheap tyre cannot withstand the same level of treatment as its more renowned competitors.



Grip score: 2.

Wear: Heavily worn tread – the most of all the tested tyres.

Wear score: 2.

Removal and changing: The easiest of all the tyres, no more difficult than changing a tricycle tyre. But the tyre needs lot of air to avoid pinch punctures.

Use: Designed for most courses. A recreational tyre with a so-called multitread. The rear tyre and the front tyre are sold together.

This is how it happened:

Eight tyres were tested:

The test was carried out by the Swedish Motorsport test rider Michael Schwartz in Norrköping on the Kråkvilan motocross course. All rear tyres were tested on the same day with the same air pressure.

The tyres were submitted to the same treatment over half an hour, starting on smooth and gravel surfaces. The test included acceleration, braking and shifting according to a repeated pattern.

In addition to the points total awarded by Motorsport, it is necessary to take account of the intended use for which each tyre has been designed as well as each rider's own personal preferences. If you need racing tyres offering extremely good balance but with lower durability, or if you need tyres that give lower grip but will last longer, then you should choose according to those criteria.