



Verdict

The Schwalbe One 365 is the toughest tyre here but also the heaviest and slowest rolling, which is fine for solo riding but would bother me on club runs.

The Continental GP 4-Season was my favourite tyre for wet and twisty descents. You're paying a lot for that, however, and while it is tough it's not quite as quick as you might wish for a road tyre at this price point.

For me, it's a choice between the Pirelli P Zero Race 4S and the Michelin Pro 4 Endurance. Both give away little to summer tyres in terms of rolling performance, yet still have good enough wet roads grip and puncture resistance. The Pirelli has a nicer ride feel, the Michelin is cheaper and seems more robust.



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1 Continental Grand Prix 4-Season

£65.95 conti-tyres.co.uk

THE GP 4-SEASON costs more than Continental's other popular tough tyre, the Gatorskin. It should be more puncture resistant as it has two strips of Vectran under the tread, in addition to the bead-to-bead DuraSkin layer the tyres share. I didn't notice that, although puncture resistance is good, but the GP 4-Season's wet roads grip is much better. I was more confident cornering at speed on these than the other tyres in the test – a combination of the Max Grip Silica compound, a slightly larger volume and my previous experience with these tyres. Rolling performance was good rather than excellent. Sizes: 23-622, 25-622, 28-622, 32-622. Weight: 296g. Width: 29mm.

Reassuringly good wet roads grip. Not the fastest rolling

2 Michelin Pro 4 Endurance

£49.99 michelin.co.uk

LIKE THE GP 4-Season, Michelin's Pro 4 Endurance has been around for years. Apart from being available in 28mm now, it doesn't seem to have changed. But that's no bad thing: the last time I tested the Pro 4 Endurance it was faster than every tyre I tried that was tougher than it and tougher than every tyre faster than it. It remained so in this test. Only the Pirelli was as quick in roll-down tests and only the Schwalbe seemed tougher. While the Pro 4 Endurance does have a dual compound tread, I was less inclined to take corners without braking than with the GP 4-Season. It was a little harder to fit than the other tyres. Sizes: 23-622, 25-622, 28-622. Weight: 283g. Width: 28mm.

Surprisingly quick tyre that is tough enough and not too dear

3 Pirelli P Zero Race 4S

£62.99 pirelli.com

THE P ZERO Race 4S is the lightest tyre here. On the road it felt nice and supple – more like a summer tyre than a winter one. Even as I was fitting them, I thought they would be the fastest rolling. They were: jointly with the Michelin. Puncture resistance, which I assessed by stabbing all the tyres with sharps since I didn't get any flats during the test period, seemed comparable to the Continental and the Michelin through the tread. The more pliable sidewalls, which doubtless account for its ride feel, put up less resistance. I didn't test the grip to the limit but didn't have any dicey moments in what were grim post-storm conditions. Sizes: 26-622, 28-622, 30-622. Weight: 263g. Width: 27.5mm

Winter tyres with a summer feel – fast rolling and light

4 Schwalbe One 365

£51.99 schwalbe.com

NEW FOR 2024, the One 365 is a like-for-like replacement for the Durano DD. It's the heaviest tyre here, with the stiffest sidewalls and the hardest to penetrate tread. To no great surprise, it was the slowest rolling – although not as far behind the GP 4-Season as I thought it would be. Grip is good. It's the only tyre here to have reflective sidewalls. Given that it's also the toughest tyre here, the One 365 would be the best candidate for commuting. Even there, though, I think it would be eclipsed by one of its stablemates: the One Plus, formerly known as the Durano Plus, which was my first choice urban road bike tyre. Sizes: 25-622, 28-622, 32-622. Weight: 334g. Width: 28.5mm.

A tough tyre that feels lacklustre in this exalted company