

Les Rookies present

THE COMPLETE GUIDE TO BICYCLE TYRES

with  HUTCHINSON®

— INTRODUCTION

700 x 23C, 650B, 127 TPI, 29", tubeless ready, slick, grip or ETRTO 40-622.

We must admit that when we buy new tyres, we don't always reeeaaally understand the confusing terms like the ones above

When we had to choose the best equipment for our next bike trip, we thought we'd take advantage of Hutchinson's expertise to clarify it all for you (and for us).

If you're a true Rookie and you have no idea what we're talking about, this guide is for you.

If you know a little bit about tyres, but everytime you buy them a bit of a stab in the dark, this guide is for you, too.

And if you're an absolute expert, this guide is for you as well - you might learn a trick or two or a fun fact that might give you the edge during dinner parties.

Happy reading and happy riding!

www.lesrookies.com





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MADONNA
SOLAR



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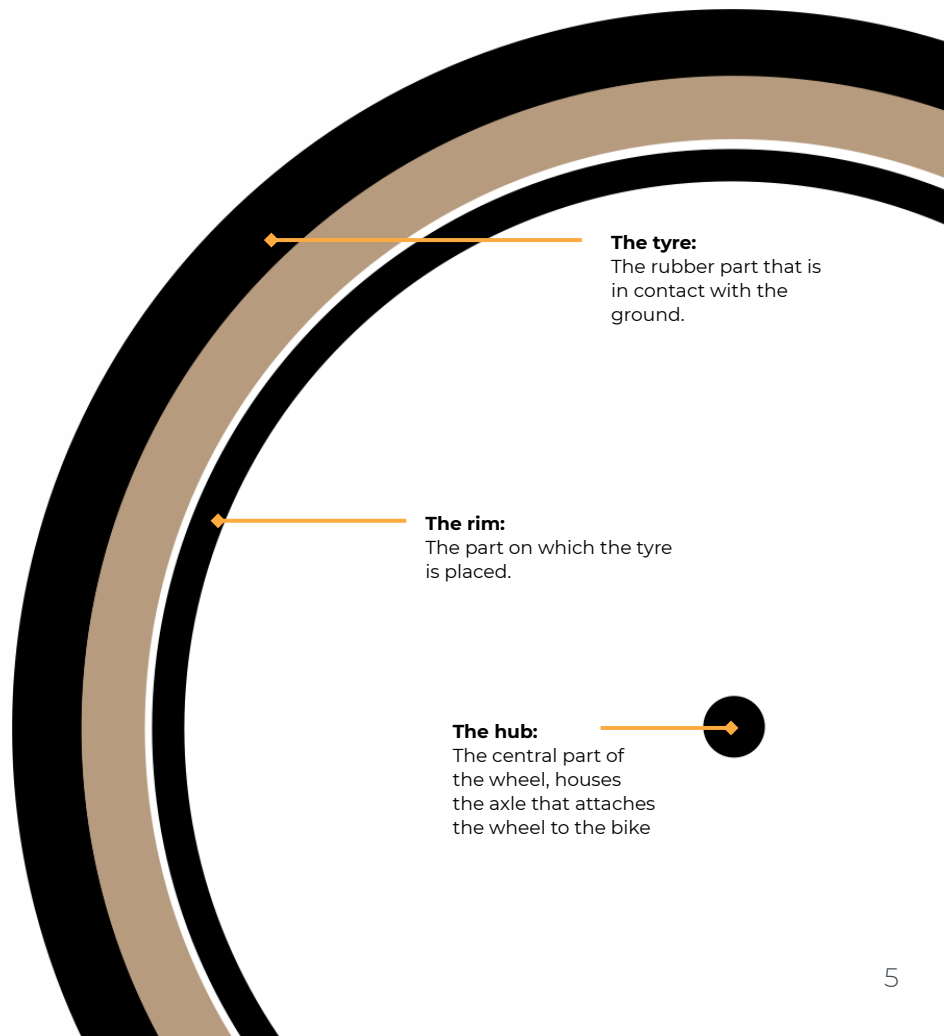
— BEFORE WE BEGIN

A short slide to cover all the basics.

The **REAL** basics, because we're not here to reinvent the wheel.

And because we've heard too many Rookies mix up terms and confuse "**tyre**" and "**wheel**", for example.

Here is a wheel on the right:



THE IMPORTANCE OF CHOOSING THE RIGHT TYRES

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— WHY MAKE A GUIDE ABOUT TYRES ?

Simply put because bicycles roll. (yes).

And they roll on what?
Tyres. (Yes).

Traditionally, we, *Les Rookies*, tended to neglect this part of our equipment.

When we started riding a bit more seriously and trying different kinds of tyres, we realised how big **their impact** can be.

The problem is that when you dive into the wonderful world of tyres, the amount of technical vocabulary and knowledge required to understand them can be overwhelming.

But a badly-selected or badly-mounted tyre can really tire you out, ruin your ride, or even put you in harm's way.

This is why we are publishing this little guide, to explain everything from A to Z, in a single document where all the information is gathered.

We hope it help you choose the right products and helps you enjoy your rides even more!



DIFFERENT TYRE TYPES

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Narrow, slick tyres

Narrow tyres are usually chosen **for road usage**. Thanks to their narrow width, they have lower friction resistance, which increases their speed capabilities. Their slick surface increases the amount of tyre in contact with the asphalt, allowing better traction and handling on smooth roads.



Big fat spiked tyres

Wider tyres are usually picked **for off-road usage**. They are designed to pass any obstacle without flinching, guaranteeing comfort and safety. Their spikes bring better grip, better braking and better handling on less stable terrains (paths, sand, mud, etc).



Not wide, not narrow tyres

Between those two, there are tyres designed **for versatile usage**. Usually, they are chosen for urban commuting, touring, gravel or “all-road” usage. Those tyres are designed to be a good compromise for asphalt as well as less stable surfaces.

The key points

A narrow and slick tyre will ride well and fast on asphalt. But it might go flat or slip on a forest path or in the mud.

A wide and spikes tyre will exhaust you and slow you down on asphalt. But it will resist and stay the course on a steep track or in the mud.

A versatile tyre is designed to offer a low rolling resistance, whilst being safe and efficient on unstable paths.



DIFFERENT OPTIONS FOR INFLATING YOUR TYRES

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1. Tubetype

The most common mounting solution for the general public.

A **rubber inner tube** is placed between the tyre and the rim. The tube is then inflated with a pump through a valve and *voilà*, you are ready to go!



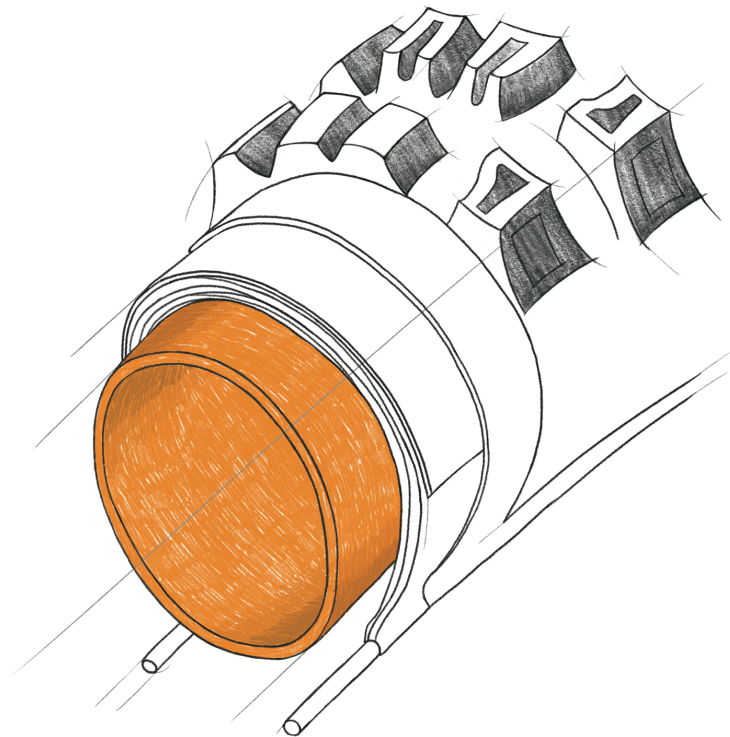
Pros:

- Intuitive mounting and maintenance
- Widely used amongst the general public



Cons:

- Lower resistance
- Heavier



THE MAIN STEPS OF TUBETYPE MOUNTING

01

Remove one side of the tyre on the rim with a tyre lever.

02

Take out the old tube and replace with the new one. Do not forget to place the valve in the rim through the dedicated hole.

03

Lightly inflate the tube so it starts shaping up within the tyre.

04

Using the tyre lever, put the tyre back on the rim. Make sure to avoid pinching the tube between the tyre and the rim. Once placed, inflate the tube!

2. Tubeless

As its name suggests, there is no tube if you go tubeless.

Using dedicated tyres, you'll inflate them directly on the rim. You'll need to prepare the rim with special sticky tape and coat the inside of the tyre using a **protective liquid**.

If there is a puncture, this liquid will also act as a sealant to fill the hole and repair the tyre. So you won't go flat and can keep riding!



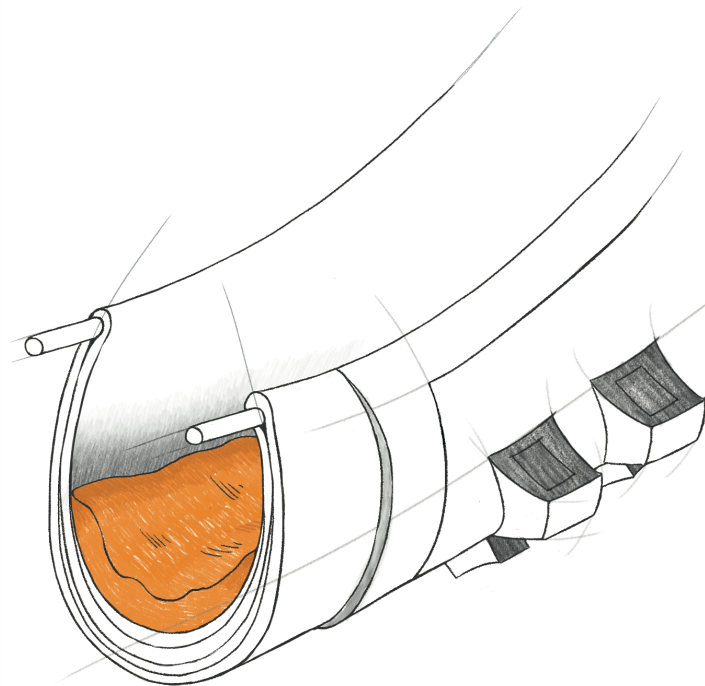
Pros:

- More comfort, grip and efficiency
- Usable even at low pressure
- Usable even with a puncture



Cons :

- Less intuitive mounting and maintenance
- Usable only with specific tyres and rims



THE MAIN STEPS OF TUBELESS MOUNTING

01

Line the bottom of the rim with the dedicated sticky tape and insert the valve.

02

Place your tubeless tyres on the rim with tyre levers.

03

Inject the sealing liquid directly through the valve. In order to guarantee good sealing, spread the liquid in the tyre by dancing the *macarena* with the wheel in your hands.

04

Inflate the tyre using a pump or compressor.

UNDERSTANDING THE MARKINGS ON THE TYRE

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37-622, 700x35C or 28x1,10 ?

___ WHY MAKE IT SIMPLE WHEN YOU CAN MAKE IT INTERNATIONAL?

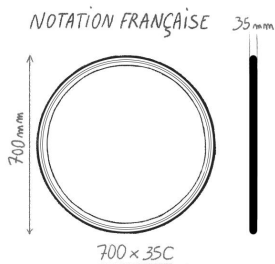
There are three norms to measure the size of a cycling tyre: **ETRTO**, **inches**, or **millimeters**.

They were initially invented to simplify and standardise measurements, but in the end they just messed everything up. Each norm is linked to the creation and evolution of this or that discipline, coming from this or that country, driven by this or that company, using this or this measuring standard, etc, etc, etc.

Each norm is usually written on the side of your tyre, which will quickly feel overwhelming if you don't know what all these different numbers are supposed to mean.

Luckily, we are here to (try) clarify it all the *Rookies* way.

THE THREE STANDARDS

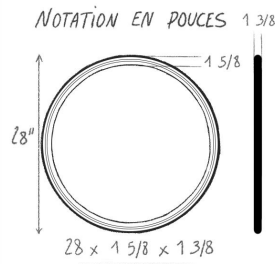


MILLIMETERS
also called "the French standard"

700x35C

This norm indicates, in millimeters, the **external** diameter and the width of the tyre (also called section). The letter specify the **internal** diameter of the rim.

So 700x35C means that your tyre has a 700mm internal diameter, it is 35mm wide, and is designed for rims with a 622mm internal diameter.

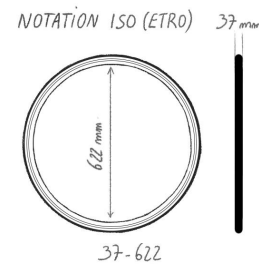


INCHES
also called the "British standard"

28 x 1 3/8

This norm indicates, in inches, the **external** diameter and the width of your tyre.

So 29 x 2,30 means that your tyre has an external diameter of 29 inches, and a width of 2,30 inches.



ETRO
also called "bless you"

37-622

The most precise, but the least used in common language.

The norm indicates, in millimeters, the tyre's width and **internal** diameter.

So 37-622 means that your tyre is 37mm wide, with a 622mm internal diameter.

Millimeters

The french norm is commonly used for **road**, **city**, or **gravel** tyres.

The norm ends with the letter A, B, or C. This letter indicates the internal diameter of the tyre.

But for more fun, this letter doesn't express the same size, depending on the external diameter of the tyre (650 or 700mm). Why keep it simple ?

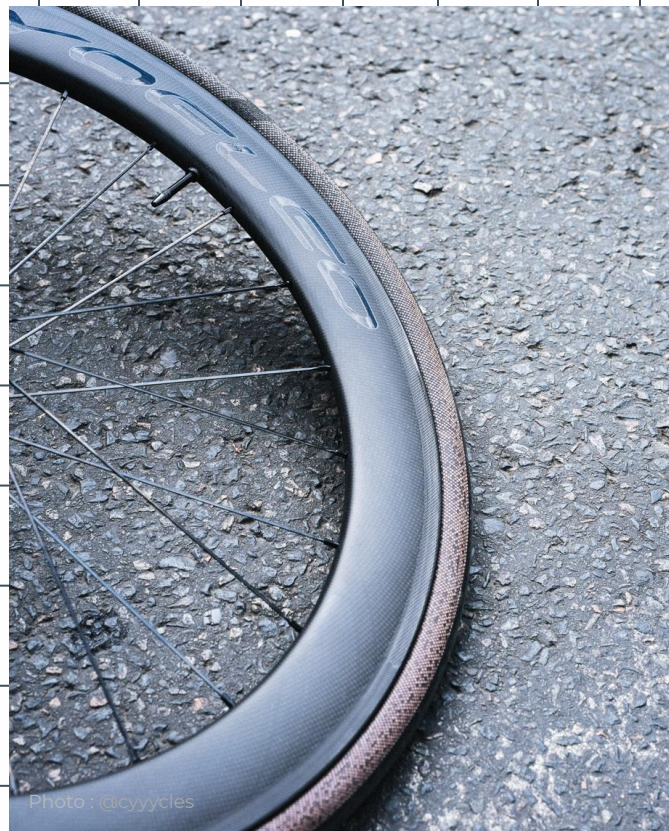


Photo : @cyyycles

Letter	650mm external diameter	700mm external diameter
A	Marks a 590mm internal diameter	Marks a 642mm internal diameter
B	Marks a 584mm internal diameter	Marks a 635mm internal diameter
C	Marks a 571mm internal diameter	Marks a 622mm internal diameter
D		Marks a 587mm internal diameter



The key points

No need to remember all of it by heart.

Simply remember that the measurements you'll encounter the most often are **650B** or **700C** and that the number that comes after marks the width of your tyre (also called **section**). This is probably what will matter the most for you. As mentioned in the first part of the guide, the width of your tyre will determine your way of riding. And vice-versa.

In the gravel community, you might meet people who hesitate between 650B or 700c tyres. We'll explain why in our FAQ page 41 !

Inches

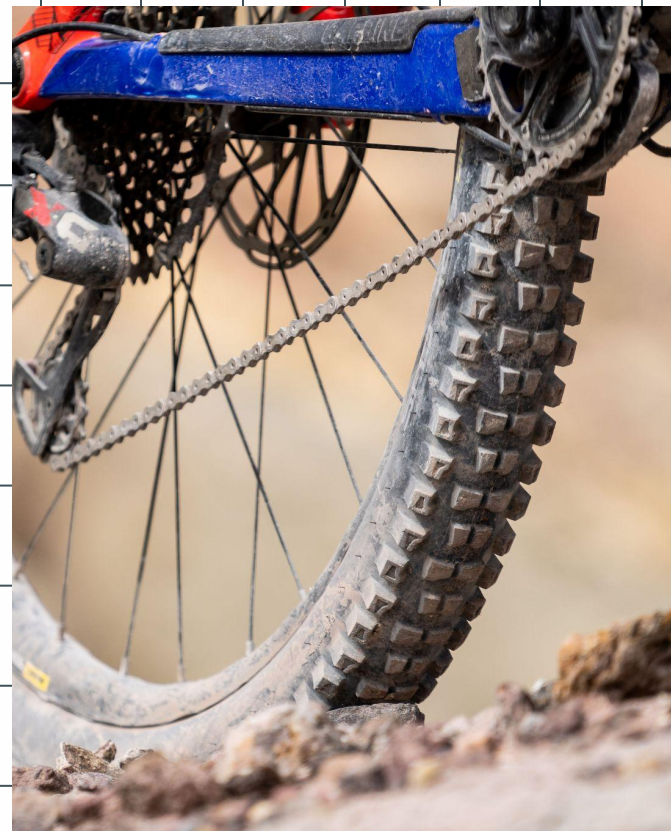
The 'British norm' is commonly used for **MTB**, **BMX**, and sometimes **city** bikes.

This norm can be slightly confusing. It is considered less precise as it doesn't take into account the width of the tyre.

Yet, the wider the tyre, the more its height will be impacted.

For example, for an identical external diameter of 700mm and an internal diameter of 622mm, a tyre will be called differently :

- For a road tyre, we'll call it a 700 tyre.
- For a city or travel tyre, we'll call it a 28 inches tyre.
- For a wider MTB tyre, we'll call it a 29 inches tyre.





The key points

Again, no need to remember all of it by heart.

Simply remember that the measures you'll encounter the most frequently are **26"**, **27.5"** and **29"**. The 26" are the historic standard for MTB, but we notice a trend towards 27.5" and 29".

Indeed, the bigger the wheel and tyre, the smoother it will "swallow" the unevenness of the terrain: it will be more stable and comfortable. On the contrary, smaller wheels and tyres will be more agile and aggressive.

Basically, **everything depends on what you're looking for**. It's your preferences and the sensations you seek that will determine the size of your wheels and tyres. Or vice-versa.

ETRTO

The most precise and universal norm. Yet, for some reason, it is the less used in the common language.

Created in the 60's, the ambition was to normalise the tyres, valves and rim tapes under a sexy name: ETRTO - *European Tyre and Rim Technical Organisation*.

The most frequent measures you'll meet are :

ETRTO 622 - corresponds more or less to 700mm roadie tyres, or 29" MTB tyres.

ETRTO 584 - corresponds more or less to a 650 french norm, or 27,5" MTB tyres.

ETRTO 559, 571, 584, or 590 - corresponds more or less to 26" MTB tyres.





The key points

As usual, no need to remember all of this by heart.

The ETRTO norm will mostly be useful if you need a **reliable reference** to compare tyres using different norms.

This can be particularly handy nowadays when the boundaries of each discipline **get more and more blurry**.

In particular, with the rise of gravel bikes that flirt with MTB and road standards, or with city or trekking bikes that sometimes use the French or British norms.

___ COOL, BUT WHAT ABOUT THE CASING?

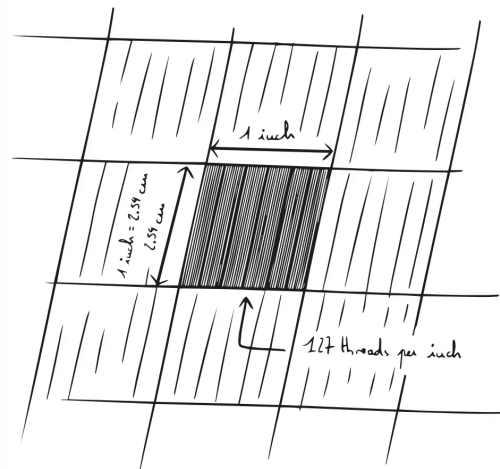
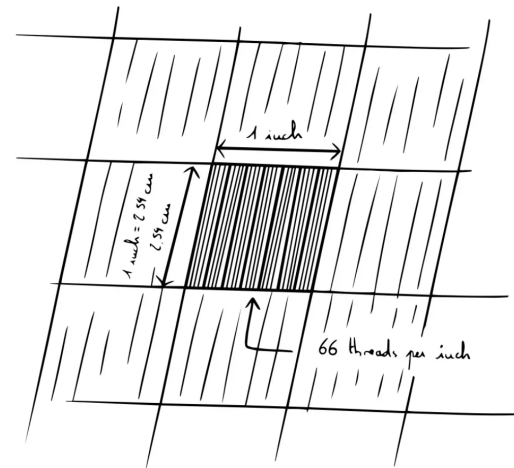
The casing indicates the **flexibility** of a tyre.

More precisely, the casing is the fabric used as the true base of a tyre. It is its skeleton. It's on this base that the tyre tread, the tyre bead, the spikes, etc will be layered up.

The casing can either have 66 or 127 TPI, Threads Per Inch.

66 TPI = fewer threads, but wider threads
= robustness and protection

127 TPI = more threads, but thinner threads
= performance, flexibility, comfort





The key points

A casing with **127 TPI** will be more malleable and more comfortable as it has a bigger flexing capacity. It will be used mostly for disciplines needing a certain sensibility for the inflating pressure: road, gravel, etc.

A casing with **66 TPI** will be mostly used for disciplines needing more resistance, as the threads are bigger and more resistant: enduro, cyclocross, downhill, etc.

The pressure

A tyre with a poorly adjusted tyre pressure can really ruin your ride, or even put you in danger.

An **under-inflated** tyre could force you to increase your effort, and thus, your fatigue. It could also pinch your tube and go flat.

On the contrary, an **over-inflated** tyre will make you feel every single bump in the road or track and become very uncomfortable. It will also increase the risk of the tyre being punctured by sharp objects you roll over.

Therefore, do not underestimate the importance of correctly inflating your tyres. It will have a direct impact on your speed, your comfort, your effort and the risk of puncture.



Photo : @cyycles

Measuring pressure

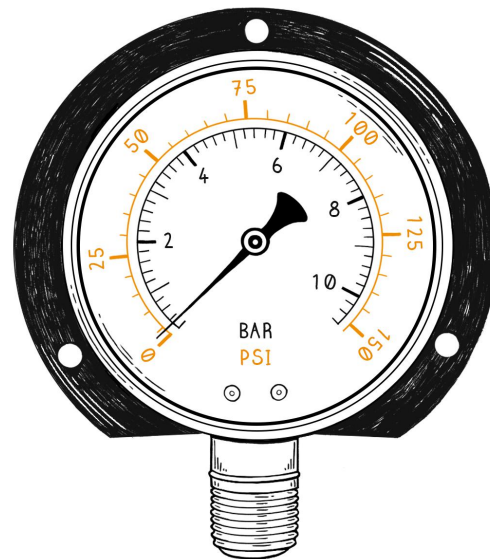
First thing to know, the pressure can be measured in BAR or PSI.

BAR = unit close to the atmospheric pressure. So 100 000 pascals for the scientists reading us.

PSI = anglo-saxon unit measuring the pound-force per square inch.

Truly, it doesn't really matter: most tyres and pumps indicate both units. But it's always good to know for what it stands for.

1 BAR = more or less 15 PSI



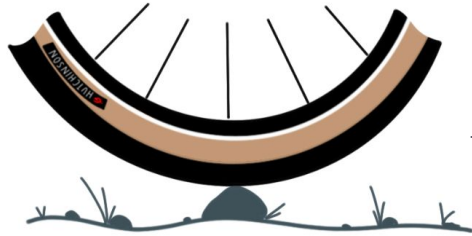
The correct pressure

It's good to remember to inflate your tyres differently depending on the type of terrain you will be riding and also your weight and riding style.

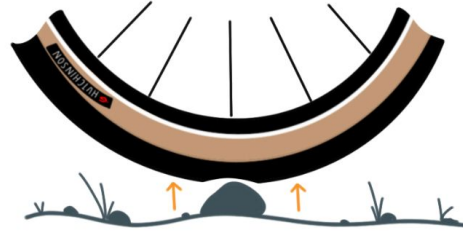


Photo : RomainLaurent

If the terrain is **rougher** you should try a **lower** tyre pressure. This enables the tyre to absorb the rough terrain, instead of bouncing on it.

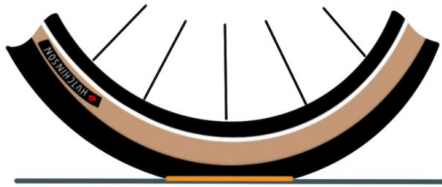


Fully inflated tyre ❌



Slightly under-inflated tyre ✅

If the terrain is **smooth** then you can afford to run a **higher** pressure. This will reduce the amount of friction and allow you to ride faster.



Slightly under-inflated tyre ❌



Fully inflated tyre ✅

Written on the side of your tyres, you'll find all the necessary information to guarantee their correct usage and their durability.

- The **minimum** recommended pressure
- The **average** recommended pressure
- The **maximum** recommended pressure

To inflate your tyres properly, we strongly recommend using a pump fitted with a **pressure gauge** that will indicate the pressure of your tyres in BAR or PSI.

The perfect pressure

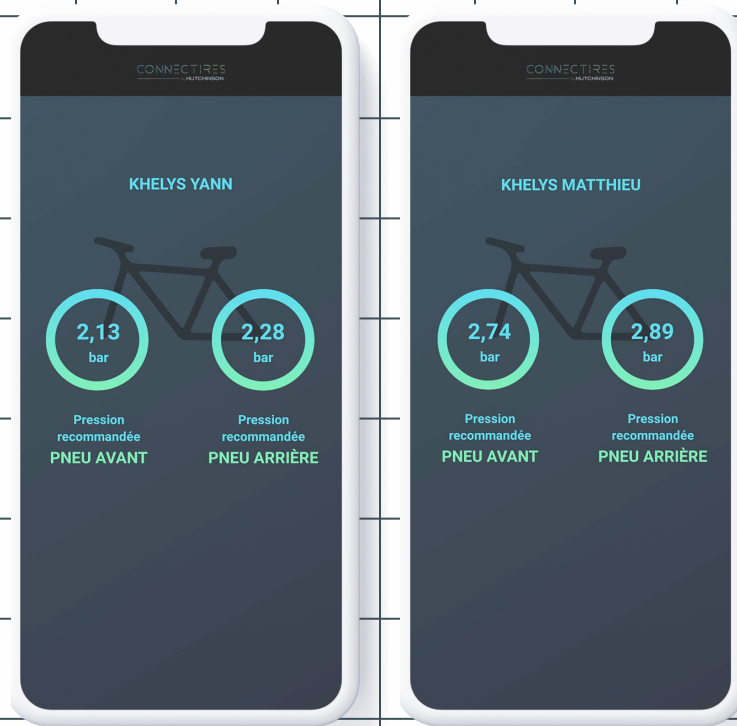
And to ensure that your pressure is ***perfect***, we strongly recommend using Hutchinson's mobile app *Connec'tire*.

Depending on your usage, your weight, your tyres, your bike, etc. the app will calculate the **ideal** pressure for you. How nice.

Here, you can see that even if we have similar bikes, the same tyres and the same usage, we don't have the same recommended pressure. Simply because Matthieu does Burger Fridays three times a week.

Also, you'll notice that the app recommends a slightly higher pressure for the rear tyre. It is a common practice as most of your weight will rest on the **back wheel**.

The app is available for free on the [Apple Store](#) and the [Play Store](#).



The sense of rotation

One of our biggest Rookie mistake is getting beautiful brand new tyres, mounting them proudly, and noticing later that a little arrow on the side was telling us that we mounted them the wrong way.

Indeed, some tyres (but not all of them) are designed to be mounted with a **specific direction of rotation** in mind.

For a long time, we thought that the shape and layout of the spikes on a tyre were mostly aesthetic. In reality, the placement and the design of each spike are very carefully considered, as they have a direct impact on the handling, manoeuvrability, braking, speed, etc.

So when you mount your tyres the wrong way, you throw out dozens and dozens of working hours by passionate engineers that worked really hard to build the perfect tyres for your usage.

It's like putting your pants on backwards: You can do it, **but it's not doing you any favours**.



The key points

- Some tyres can be mounted on any rotating direction.
- Some tyres need to be mounted on a **specific rotating direction**. In which case you'll have a little arrow on the side of the tyre indicating the recommended sense of rotation.
- Some tyres need to be mounted on different rotating directions depending on if they're mounted **on the front wheel or the back wheel** of your bike. In which case, you'll find "REAR" and an arrow on the side of your tyre. It indicates the rotating direction if the tyre is mounted on your rear wheel.

CAREFUL: A Rookie error is to think that "REAR" + arrow = the tyres should rotate towards the rear. No. It indicates the rotating direction if the tyre is mounted on your **back wheel**. So look out, friends!

The country of origin

Writing the country where your tyre has been manufactured doesn't have any sort impact on your ride. But at *Les Rookies* we are super proud of riding on tyres **made in France**.

As the famous French song says :

*"C'est peut-être un détail pour vous, mais pour nous ça veut dire beaucoup."**

Although the name doesn't suggest it, Hutchinson is a **French brand**. Their tyres have been **handmade** entirely in France since 1890 in their factory of Chalette-sur-Loing, near Montargis.

They're the only ones that have kept all their savoir-faire in France. **Respect.**

If you're interested, we had the chance to discover the entire hand-done making process of a Hutchinson tyre in February 2021.

You can read about it on [our website](#) !

*Translation: *It's maybe just a detail for you, but for us it means a lot.*



FREQUENTLY ASKED QUESTIONS

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Can I mount any tyre width on my bike ?

In a word, no.

There are two main constraints to keep in mind:

- **The width of your rim:** All rims are not designed to fit all tyres. You can find a lot of compatibility tables online to make sure that your tyres will match your rims.
- **The available width on your bike:** The width of your fork and of your seatstay will determine the width of the tyres (the section) you can mount. More and more, bike manufacturers indicate this information on the descriptive sheet that comes with their products. Otherwise, you'll easily find the information on Google or online forums!



Why do some people hesitate between 650B and 700C?

As a whole, those two measures are more or less the same size.

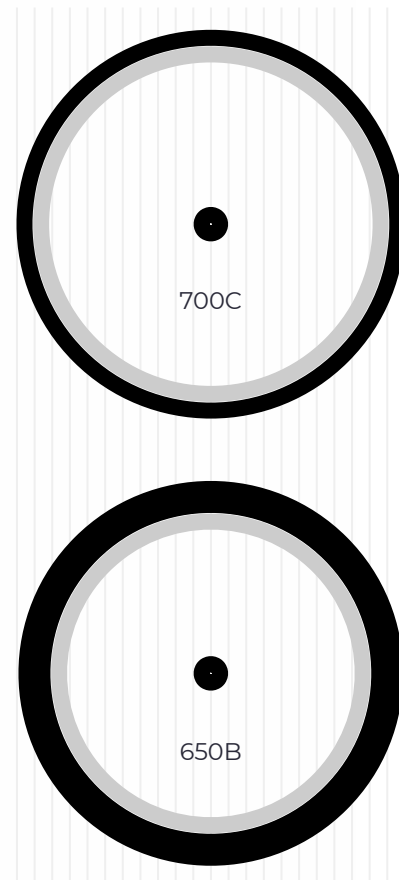
BUT:

- **650B** will have a smaller rim, leaving room for bigger and wider tyres.
- **700C** will have a bigger rim, and thinner tyres.

So, the 650B will be used by cyclists who seek **reactivity** (because of the smaller rims), and **steep** terrains (because of the bigger tyres).

While the 700C, the most common option, will be preferred by cyclists who seek **versatility** and better **rolling** properties.

Everything depends on your preferences and usage (yet again)!



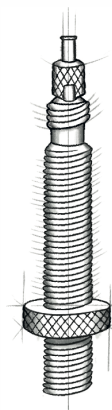
What are *Presta* and *Schrader* valves?

There are two options of inner tubes:

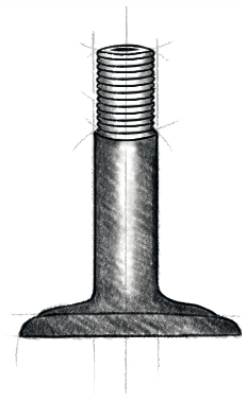
- **Presta**: Thinner and available in different lengths, they are historically used in road cycling where rims have reduced widths and heights. Their tips are usually fragile, so handle them with care.

- **Schrader**: These valves are shorter and thicker, and they might have a tendency to lose air more easily. Nevertheless, they are more robust and are standard valves for car tyres, so you can pump up your tyres at a gas-station!

One isn't necessarily better than the other. The choice will mostly depend on your rim-type, your usage, etc. Also, make sure that your pump has the right tip for the right valve!



Presta



Schrader

Can tyres be recycled? How?

Asked by @solenne.d and @thecyclingfoodie on our Instagram

Until now, you had no other choice than throwing out your tyres with the household garbage. But from **January 2022**, you'll have the possibility and the obligation to give your tyres and inner tubes to dedicated collection sites (cycling or multi-sport shops).

From there begins the recycling branch :

- Functional tyres will be reused and sent to recycling centers, or upcycled as belts and watch bracelets.
- Intensively used tyres will be shredded and used for other products or enhanced to produce energy.

Numerous projects are coming together to reuse tyre material because, like a shoe, for example, there are a lot of various components which makes recycling complex.

Hutchinson is currently measuring the impact of their tyres on each stage of their life cycle in order to design better products and reduce their carbon footprint.

One thing is for sure: if you're in Europe, you're already making a small yet concrete gesture for the planet **when buying tyres made in France**.

How can I ensure the longevity of my tyres?

Asked by @archibalchardon on our *Instagram*

There are four types of tyres:

High pressure, low pressure, tubeless and tubetype.

If you want to keep your tyres on the wheels, you can lower the pressure when storing your bike: this allows the casing to rest, but also to relax the other materials of the tyre (mostly recommended for tyres usually inflated to high pressure).

We recommend avoiding exposure of your tyres to high temperatures and long periods in the sun, as it might accelerate the degradation of the tyre.

For tubeless and tubeless-ready tyres, it is not necessary to clean or wipe the surplus of *protect'air* inside. It is recommended to not perfectly clean the tyre, as the sealing liquid will dry and offer better protection.

Store your tyres folded or unfolded (unless you have rigid tyres with steel beads).

Is there a rotating direction?

Asked by @jeremy_fx on our Instagram

- Some tyres can be mounted in any rotating direction.
- Some tyres need to be mounted in a specific rotating direction. In which case you'll have a little arrow on the side of the tyre indicating the recommended sense of rotation.
- Some tyres need to be mounted in different rotating directions depending on if they're mounted on the front wheel or the back wheel of your bike. In which case, you'll find "REAR" and an arrow on the side of your tyre. It indicates the rotating direction if the tyre is mounted on your rear wheel.

CAREFUL: The Rookie mistake is to think that "REAR" + arrow = the tyres should rotate towards the rear. No. It indicates the rotating direction if the tyre is mounted on your back wheel.

Find more detailed information on pages 35 and 36!



For gravel: Studded tyres or slick tyres?

Asked by @benjaminmarhic on our Instagram

As you've probably noticed: **it depends on how you're using them.**

A slick gravel tyre will be ideal for smooth and compact tracks.

Studded tyres are recommended for steep or unstable tracks (mud, snow, etc.)

Hutchinson's *Touareg* tyres are ideal for riding any type of terrain, the ultimate versatility!



Are studded tyres useful for a better lateral grip?

It's even a **pledge of security!**

When the terrain is humid and brittle, lateral cleats can help keep the control and avoid slipping in turns.

Of course, side cleats offer the best performance with the right pressure, so the tyres distort as it should.

In turns and with the right pressure, the side cleats will espouse the surface and guarantee a smooth ride.



Photo : Romain Laurent

What are tyres made of?

Asked by @finohao on our *Instagram*

A tyre is build from a **series of layers** :

- **The casing** is made of polyamide 66 threads, covered with a mix of rubber made of natural gum to ensure the right dynamic properties.
- **The reinforcement** (sealing, hardskin, perfo) are made of polyamide or aramid fibers, covered with rubber for the best adherence to the casing.
- **The beads** are made of aramid threads or of treated steel.
- The protection of the beads (called "**calicot**") is a fabric made of polyester for a good resistance to the friction with the rim, covered by gum for a good adherence with the casing.
- The final layer is the tyre tread, entirely made of rubber. The necessary gums are created depending on their position on the tread and their usage.
- For studded tyres, *Hutchinson* uses soft gums on the outside for a better grip and handling and tougher gums on the center for better performance and longevity. These gums are mostly made of synthetic rubber and carbon black, as well as a dozen of various chemical products for the cooking and protection of the gums.
- For road tyres, we've developed mixes based on silica to replace the carbon black (as on car tyres). It gives very good results for performance and longevity, even on wet roads, as it allows to make a hard material, without being too slippery !

What is the right pressure for my tyres?

Asked @leziwok on our Instagram

You can start by finding all the necessary information on the side of your tyres. Manufacturers indicate systematically one of these information, in BAR or PSI:

- The **minimum** recommended pressure
- The **average** recommended pressure
- The **maximum** recommended pressure

(But be careful, this information is only a **guide** from the manufacturer who considers it is dangerous or not recommended to use the tyre with a pressure higher or lower than these measures.)

To ensure that your pressure is ***perfect***, we strongly recommend using Hutchinson's **mobile app Connec'tire**. Depending on your usage, your weight, your tyres, your bike, etc. the app will calculate the **ideal** pressure for you. How nice.

Connec'tire is available for free on the [Apple Store](#) and the [Play Store](#).

Find more detailed information from pages 29 to 34 !

Is the height and layout of cleats important?

Asked by @pierre_prior on our Instagram

The layout

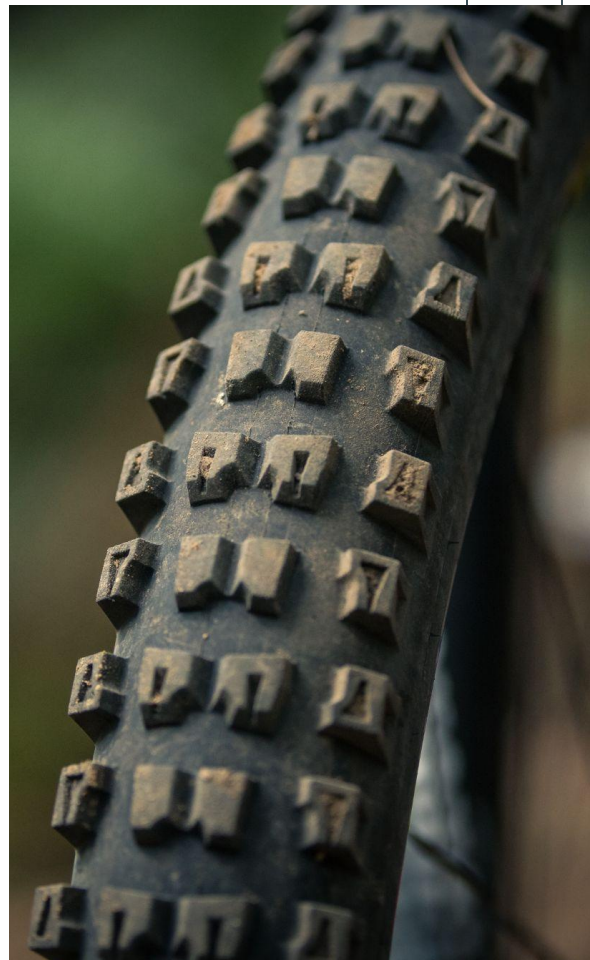
The closer you cleats are, the better the performance on dry and compact terrains.

If your cleats are more spread out, the tyre will be ideal to keep manoeuvrability and traction on muddy and unstable terrains.

The height

The higher the cobble, the better the performance on moving terrains for motricity and braking.

The lower the cobble, the better the traction and braking on compact terrains.



LITTLE USEFUL LEXICON

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The beads are at the edges of the tyres and their job is to keep them on the rim. They are either rigid or flexible.

Flexible beads are becoming more commonly used because they are lighter and easier to carry. Rigid beads, on the other hand, are made of steel wire and are considered easier to mount, but heavier and therefore less efficient.

A “comfortable” tyre is one that is able to absorb the shock of the uneven terrain you ride on. Generally speaking, the larger the tyre, the more air it can hold, the more shock-absorbing it is, and therefore, the more “comfortable” it is.

The casing is the base layer of the tyre, and its density (expressed in *TPI - Threads Per Inch*) affects the tyre's flexibility. Find all the information in our section dedicated to the casing on page 27.

Hutchinson's dual-compound tyres are based on a technology that uses two types of rubber in the tyre for even more versatility: a softer, more flexible sidewall rubber enhances grip and deformation, while the harder central compound ensures high performance.

Grip is the word commonly used to define a tyre's adherence. Basically, its ability to "*grip*" the ground. The better a tyre's grip, the less likely it is to slip on the terrain for which it is designed. Some tyres are designed to have a good grip on wet asphalt, others for mud, others for gravel, etc.

This technology from Hutchinson indicates that your tyre benefits from an extra layer of protection, built into the casing, to protect against punctures and cuts by sharp objects. Initially designed for mountain bike tyres, this technology is becoming more and more widespread in their ranges.

We talk about performance when we want to talk about the “*efficiency*” of a bicycle tyre for riding. If we go into the technical details, efficiency is the ratio between the energy supplied by the cyclist and the tyre’s capacity to deliver this energy while riding.

Basically, if while riding you feel like you are pedalling into the wind, your tyre has poor efficiency. This is affected by the tyre's composition, structure, pressure, riding conditions, etc. A tyre is said to be "*rolling*" if it provides good performance.

This is a rubber developed by Hutchinson for electric bikes. It is specially designed to provide better durability and braking.

The *Race Ripost Gravity* rubber from Hutchinson has been specifically designed for all the more extreme disciplines (downhill, enduro, etc.).

The structural rubber is thicker: the amount of material used is greater in order to achieve better deformation and grip on rough terrain. The structural and central rubber has been developed to have a slower rebound and better control when performing big jumps. The side knobs are made of the softest compound for better bite in turns.

Race Ripost Cross Country rubber meets the needs of MTB racers who leave no stone unturned to be the fastest (like Les Rookies lol).

It is composed of three different hardness compounds: a solid structural rubber supports the carcass for fast acceleration and good responsiveness. The tread knobs are harder for optimal power transfer and the softer side knobs ensure better grip in turns.

A slick tyre is a completely smooth tyre with no knobs. It is used on dry roads, since the entire surface of the tyre will grip the ground, thus increasing its grip.

The sidewalls are, as their name indicates, the lateral parts of a tyre. Depending on the intended use, the sidewalls of a tyre can vary in material and even colour. On the sidewalls you will find information such as the brand and model of the tyre, its dimensions, its recommended pressure, its mounting direction, etc.

TPI (*Threads Per Inch*) corresponds to the density of the threads on the carcass: 66 or 127 TPI. Their density affects the flexibility of the tyre. Find all the info on TPI on page 27.

A tyre's tread is the area of the tyre that comes into contact with the ground. In the course of normal use, this is the area that will naturally wear the most.

As explained in our section on *Tubeless* tyres in slide 14, you need specific tyres and rims to be able to consider a *Tubeless* mount. You can identify these products by the name "*Tubeless Ready*".



CHOOSING THE RIGHT TYRES

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GRAVEL



TOUAREG

Who is it for ?

For anyone looking for the ultimate in versatility: roads, dry or wet trails, single-track in the woods... The Touareg takes you everywhere. *Les Rookies'* favorite for travel, fun, or cycling.



VERRIDE

Who is it for ?

For those who like to ride on roads, but don't like to miss the dry roads they see going off into the forest.



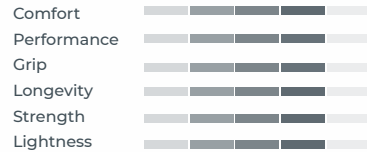
ROAD



FUSION 5

Who is it for ?

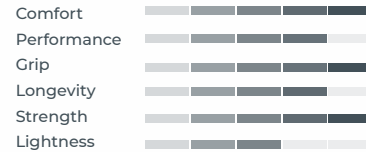
For all cyclists who want to go fast and far. The perfect compromise between performance, comfort, and grip.



FUSION 5 ALL SEASON

Who is it for ?

This all-weather tyre ensures longevity and grip regardless of the weather. It will be your perfect friend for training sessions.



NITRO 2

Who is it for ?

For any new cyclist who is looking for a tyre that is wear-resistant, puncture-resistant, and provides all-day comfort and control.



DOWNHILL & ENDURO



GRIFFUS

Who is it for ?

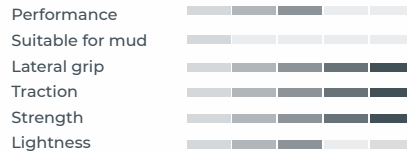
A good compromise between performance and braking, it is now the favorite toy of riders like Isabeau Courdurier, William Robert, and Reed Boggs. The 2.5 front and 2.4 rear combo will give you better precision.



TORO

Who is it for ?

An all-purpose tyre, both summer and winter, its high knobs provide peace of mind in turns. It is frequently used in bike parks.



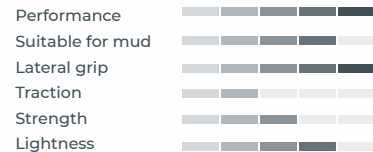
MTB XC & TRAIL



SKELETON

Who is it for ?

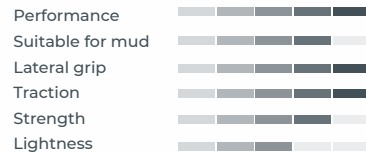
For XC riders looking for performance, responsiveness, and grip! Its tread has been developed to offer optimal performance, always in contact with the ground.



KRAKEN

Who is it for ?

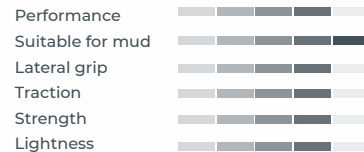
Versatility, grip, safety. This tyre combines the ideal balance between performance and lifespan, the perfect companion for your tours.



PYTHON 2

Who is it for ?

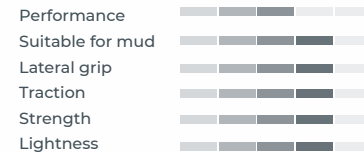
An iconic tyre in the Hutchinson range, it is now the friend of trail bikers on dry terrain. Its gun-shaped knobs provide easy recovery on all trail types.



TAIPAN

Who is it for ?

The most reassuring tyre in the Hutchinson range, its knobs allow you to ride on all trail types, from dry to wet, whether it is engaged or not.



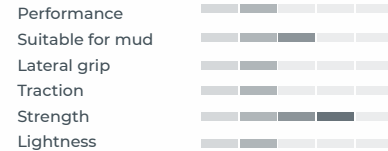
RECREATIONAL MOUNTAIN BIKING



ROCK II

Who is it for ?

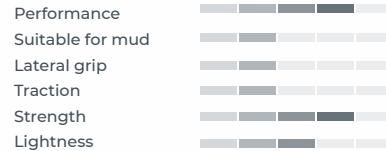
For leisure and occasional use, a versatile tyre that is comfortable on all types of roads.



ROCK & ROAD

Who is it for ?

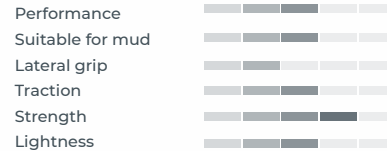
Intended for occasional use, for rolling roads, ideal for leisurely rides (bike paths, bridle paths, canal paths).



CAMELEON

Who is it for ?

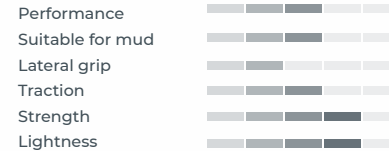
Ideal for recreational mountain biking, with reassuring knobs.



IGUANA

Who is it for ?

Ideal profile for sporty rides, at ease on all types of trails and in all weather conditions.



Attribute	Good	Average	Poor
Comfort	35%	45%	20%
Performance	40%	40%	20%
Grip	55%	35%	10%
Longevity	30%	50%	20%
Strength	40%	40%	20%
Lightness	40%	40%	20%

Rookies

Les Rookies hope that you liked this guide, and that it will be useful for your next adventure!

We wanted to very warmly thank **Sylvie, Margot, Audrey, Luc, Eric, Joël** and **Chris** from Hutchinson for their precious time, energy and expertise to help us bring this guide to life !

Without them, this guide would have only contained two pages.

We would be delighted to read your feedback and comments, so please write to us and support us via the below ❤️

www.lesrookies.com



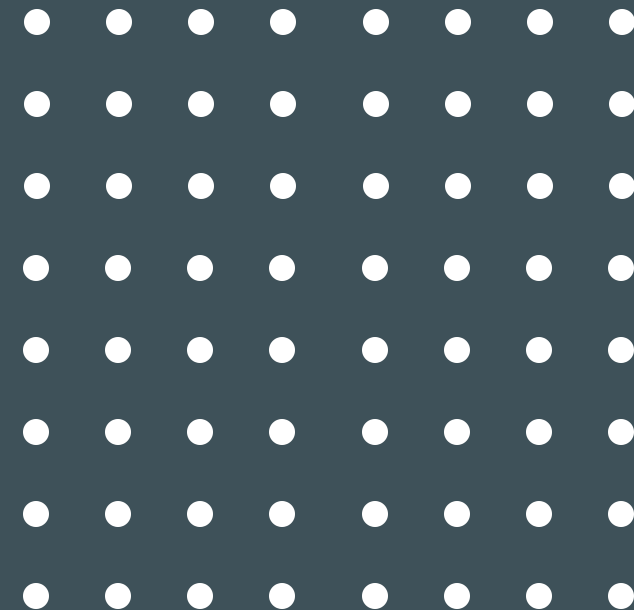
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