

# Studs ineffective

OTTAWA - While studded tires, tire chains and sand are effective driving aids at temperatures near freezing, they give motorists no extra protection at temperatures near zero in comparison to regular highway tires.

This is one of the main conclusions contained in the Canada Safety Council's 1971 Winter Driving Tests report released Wednesday.

"The Council considers that tests provided valuable new information regarding safe winter techniques," J.C. Thackray, President of the CSC, commented. "They show conclusively that there is no substitute for caution and skill in these adverse driving conditions."

Vehicles equipped with standard highway tires, snow tires and studded snow tires and tire chains were tested on clear ice and sanded ice for stopping distances and manoeuvring ability in simulated lane changing at temperatures ranging from freezing to five below zero.

Sanded ice reduced significantly the stopping distances of vehicles equipped with any of the tires and aids tested. But even the increased friction provided by sand became insignificant when applied to ice hardened by a drop in temperature to 10 degrees.

On clear ice at temperatures near the freezing point, tire chains and studded snow tires fitted on all four wheels provided the most significant decrease in stopping distances in comparison to standard highway tires or snow tires. But

once again, the improvement was nullified as the ice temperature approached zero.

Snow tires did not reduce stopping distances on clear ice in comparison to regular highway tires. Vehicles fitted with snow tires on all four wheels actually took longer to stop than those equipped with regular tires on clear ice at temperatures near the freezing point.

The lane-change tests indicative of cornering ability showed that cars equipped with studded snow tires on all four wheels could make the manoeuvre on clear ice at temperatures near the freezing point some 50 per cent faster than cars fitted with regular highway or snow tires. However, both speeds involved on this slippery surface were relatively low.

Once again, the advantage disappeared at temperatures near zero. Studs on the rear wheels only gave no such improvement and actually decreased cornering ability in comparison to regular highway tires at temperatures near zero.

In the starting traction tests conducted on clear ice, chains provided the most bite followed by studded tires on the rear axle only. Studded tires fitted on all four wheels provided somewhat less traction.

The hard-packed snow tests, conducted on surfaces so hard that tires left no tread marks, showed that snow tires give no advantage in starting traction compared to regular highway tires. Chains gave the most bite but studded tires gave no consistent advantage on this treacherous driving surface



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