

THINGS COME IN THREES – OR MULTIPLES OF THREE

I am rather particular about tyres, in my choice of make and in checking them once a week. After all, they can be expensive items and adjusting the pressure as necessary can save you money and perhaps your life. So, given that, how did I come to need six tyres on one day, with the possibility of another three to follow?

On Monday I decided that the time had come to order a pair of Michelin Pilot Sport 255/40x17 94Y N3 (pew!) for car No.1. I had been waiting until the faster-wearing NSR had reached what I regarded as the minimum safe remaining tread to get as much use as possible out of the slower-wearing OSR, as they really need to be replaced in pairs unless one of them is almost new. That time had arrived and while there are some cheaper makes available -even in that size- I have been so pleased with the grip and ride quality that I decided to stick with more of the same, especially as these are N-rated and so designed specifically for the car.

On Tuesday evening I was just about to join the motorway in car No.2 when there was a hissing from the OSR. 'Blown tyre', I thought, but inspection revealed that the core of the tyre valve had vanished. This car has no spare wheel, only an inflator/sealant canister, but with no valve to attach it to the chance of this doing its job was remote. I was not too far from work, so decided to sacrifice the tyre and drive back slowly rather than wait ages for recovery. I managed to get it back to the garage (after being stopped by the Police – makes a change to be stopped for driving too slowly!), walk home, jump into car No.3 and continue my journey!

On Wednesday when looking at the tyre to get the size I began thinking that all the other valves had better be changed too. I then remembered that there had been an MOT advisory on the front tyres deteriorating, so if they were going to have to come off for valve renewal then they might as well be replaced, especially as when I looked closely I saw the date stamp indicating that they were the originals! That only left the one ostensibly good rear, but if that was coming off anyway it seemed best to make a proper job of it and end up with a completely new set.

So, by the end of the day I had bought six new tyres, although it was ironic that the one which had deflated was found to be the only one of the set which had not been filled with leak prevention sealant by the previous owner. Still, in the circumstances it probably would not have worked

anyway. That just leaves car No.3. Did I mention that when looking for a vibration on it at the start of the week I noticed that one of the rear tyres was going 'out of round' and that the fronts were not lasting as well as they might have done? Oh well, that will be another three tyres then!

MJB