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SCHWALBE

G-One Speed Pro TLR tyre

£68.99, [schwalbe.com](https://www.schwalbe.com)

The G-One Speed Pro sits in Schwalbe's range of gravel tyres. But it's not really an off-road tyre in the UK sense: it's an all-road tyre. While I did try it on singletrack trails, it best suits tarmac, dirt roads and finely graded gravel. The tread pattern of tiny shallow dots has poor grip in soft and wet conditions. Conversely, it loses little if anything to a quality road tyre when the going is firm.

Unlike road tyres, it's huge. The nominal (and only) size is 60–622

Verdict

This is the most efficient wide (50mm+) tyre I've ridden. It rolls – and holes – like a fat version of a supple, tubeless road tyre. Don't even think of running this with an innertube. Or through mud. But if you want to surprise road or gravel riders this summer, put a pair on your MTB or drop-bar 29er.

- + VERY FAST ROLLING
- MINIMAL OFF-ROAD GRIP
- RELATIVELY FRAGILE

(29×2.35in). On my bike's Halo Vapour 50 rims, that plumped out to 66mm. It's a lot of shock-absorbing air space, assuming you don't over inflate. The recommended range is 23–50psi, but anything above 40 felt rock hard. I mostly used 20–30psi.

Even at low pressures, the rolling performance is spectacularly good. Some of that is the minimalist tread. But it also has a casing that feels unusually supple for 67 threads per inch, and that's covered with the ADDIX Race rubber compound Schwalbe uses (the clue's in the name) for its XC racing tyres. It's a thin layer of rubber, too. This big tyre weighed just 510g on my scales.

Supple, lightweight tyres are lovely to ride on but tend to puncture fairly easily. Despite its RaceGuard puncture protection, consisting of two layers of nylon under the tread, I

Other options



RENÉ HERSE 700×55C ANTELOPE HILL TC £82

A 55mm version of the silky, 44mm Snoqualmie Pass tyres that I've ridden century rides on. [rene-herse.co.uk](https://www.rene-herse.co.uk)



CONTINENTAL TERRA HARDPACK SHIELDWALL £41.95

Available in 50–584 or 50–622 sizes, this keenly priced tyre has a semi-slick centre combined with low-profile shoulder lugs for cornering off road. [continental-tires.com](https://www.continental-tires.com)

suffered an early flat tyre on the non-extreme terrain of the Scarborough-Whitby Cinder Track.

On tarmac, the tyres rolled well enough for an 18mph-average club ride. I was marginally slower than on my road bike with Continental GP5000 AS TR tyres. I think that's due more to the differences in air resistance than rolling resistance: my 'gravel bike' has an On-One Geoff handlebar, not drops, and big tyres are themselves less aerodynamic.

Dan Joyce