

Spec Tire Rule Change Proposal

Posted by Sterling Doc - 02 Apr 2011 14:32

Guys, it has become clear that Toyos will not be available in any significant quantity this year. The current shipment to Phil's Tire is held up in California, as well. I talked with John Lindsey this morning, and have been given the green light to change the tire rule for the class, for this year.

My goals with this, are to keep the RA-1 competitive, but allow an adequate supply of tires through the end of the year, without having to hunt them down across the country. As R-888's, and NT-01's are also made in Sendai, they alone do not meet our needs.

My proposal is to reference the Performance Touring rules, and allow any tire in the same "points" performance category as the RA-1, with a maximum width of 225mm. Here is the relevant section quoted from the PT rules:

DOT-approved R-compound tires with a UTQG treadwear rating of 50 to 130 (ex. Kumho V700, Michelin Pilot Sport Cup, Nitto NT01, Pirelli PZero Corsa, Toyo R888, Toyo RA-1, Yokohama A048, etc) +7

This would include the NT-01, though remaining stocks of that tire are low, and it is made in the same Sendai plant. While the V700's are not available in a 15" size, the Victoracers are.

This should alleviate any supply issues, and keep the current RA-1's competitive.

Allowing Hoosier/Hankook/BFG tires would make RA-1's instantly non-competitive, and is not a good option, IMO. On the other end of things, allowing street tires gets very messy (hard to define, and very broad scope).

One issue is that other than remaining NT-01s, none of these tires are very cheap - somewhere around \$180/tire or more. I do see that the Tire Rack has Michelin Pilot Sport Cups at \$130/tire, but only in a 205/55/16" size. Allowing 16" rims, still limited to a 225mm tire width, may be an option as it would open up more tires (many are not available in a 15" size), but that would need to be thought through some more.

This would be a one year exception, with plans to return to the RA-1's next year, providing they become available again.

I want to wrap this up within the next 48 hours, and the choice is ours, so give me your thoughts!

This has been cross posted to the NASA forums.

=====

Re: Spec Tire Rule Change Proposal

Posted by Robbie - 06 Apr 2011 09:36

cbuzzetti wrote:

Something to consider with the R1R test is that it sounds as if they were testing at an autocross.

If this is true then these tires may not be any good for road racing.

This looks like a tire that Speed World Challenge used a few years ago.

If this is the case we want to stay away from those they were terrible. (personal experience)

I've actually used street tires that are built for SCCA's ST class on the track all of last summer on my 924S with a full Spec suspension and a full interior and didn't suffer any issues. You won't see the peak grip of an RA-1 or an NT-01 but it is close and I didn't suffer any overheating issues even in the heat of the summer on a heavy car. I ran the 205/50/15 Dunlop Star Spec. The Hankook RS-3 is very similar to the Dunlop (even superior according to some in grip and heat tolerance) and comes in the 225/50/15 size. If people within the region are on this tire, it'll definitely produce fun, even racing and my Dunlops survived most of a season and didn't feel heat cycled out when I got the car race ready.

The Toyo R1R is probably too narrow and too sensitive to heat to run well over a long life. Also, the R1R has to be shaved to 4/32. The first 4/32 (so from 8/32 to 4/32) is a harder compound. The RE-11 is too expensive. The Kuhmo XS is bad in the rain. The Yokohama AD-08, Star Spec and RS-3 are very evenly matched, but the Yoko and Dunlop only come in 205/50/15.

Comparing the current crop of ST tires to the Toyo street tire used in World Challenge YEARS ago isn't a valid comparison.

=====

Re: Spec Tire Rule Change Proposal

Posted by norman#99 - 06 Apr 2011 09:45

Jim, I just talked to Tom H, he ran the Goodyear with SCCA, it's a 45 tread wear tire, he said it lasted

longer than the Hoosiers but not as long as the RA1, biggest issue was cost, back then he recalls they were over \$180 each. Also he thought that they only came in 205's??? He wasn't sure of the size or the name of the tire.

Heading down to Phoenix now to visit Tage,(owner of NASA-AZ) not sure if you all know, but his car caught on fire after 10 minutes of our enduro this past Saturday night and he has pretty bad burns on his face and neck, he is in a burn center, his life is not in danger, but could use everybody's good thoughts and prayers.

=====

Re: Spec Tire Rule Change Proposal

Posted by cbuzzetti - 06 Apr 2011 09:50

Give him our best Norm!!!

=====

Re: Spec Tire Rule Change Proposal

Posted by cgktexas - 06 Apr 2011 09:54

cbuzzetti wrote:

Something to consider with the R1R test is that it sounds as if they were testing at an autocross.

This was the track they used...4 laps around "Driveway Austin";

It seems the article was geared more towards Auto-X but the track with additional slalom section probably provides a decent enough test.