

## Tires!!!!

Posted by rd7839 - 17 Jun 2013 18:14

---

Finally got the car sorted for the season after plenty of early mechanical gremlins and an unfortunate fender bender that was my fault that has cut my racing short so far this season.

We headed to Sonoma(formally Infineon, aka Sears Point)this last weekend and I was looking forward to really getting to see what the new RR's could do. I already had about 5 heat cycles on the set so they were just getting to the best of their life.

I went out in practice and without pushing ran a tenth off my best time ever. Qualifying I pushed a little more but not 10/10ths and grabbed pole and bettered my best by almost 2 seconds! The tire felt awesome! Tons of grip but slid very much like a RA1! Braking was also much better, combined with my newly rebuilt lsd.

The race was fast, i dropped to second behind Steve Lewis, not because he's a better , more experienced driver, or a great mechanic with a well set up car, but because he must be cheating somehow. It was a 40 minute race and towards the end I started to get a vibration which felt like the right front. I finished second and collected my trophy and margarita and didn't think about it until morning when I heard Ken Meyers had corded a fairly new set of RR's in the race. I checked mine and found they were all split!

They were mounted per Toyo's instructions since day one, have only about 8 heat cycles, were properly inflated, and not abused any more than a midpack driver like me does during any race. I did spin the car in qualifying but that was through the grass and I was off the brakes as soon as the car got away from me.

I changed to a brand new set I was saving for nationals and went out and got second place again on sunday but I have to say that if I will be changing tires every race weekend I will not be able to continue on. As it is, if I don't get these replaced by Toyo I will probably have to skip either Nationals or Laguna Seca as I can't justify the expense of a trip and several sets of tires. Also if this is going to be an ongoing theme with these tires I will either run RA1's and just do my best or sell the car.

I have to say, I am a brand loyal person and have put Toyo's on my other cars because of the contingency program and their support, but after this I'm not feeling too confident. I still have what I would consider a relatively fresh set of R888's in my side yard! Remember those?

Ron

=====

## **Re: Tires!!!!**

Posted by cbuzzetti - 01 Aug 2013 05:14

---

No doubt that they are more fussy. I have also found that between 3.5-4 degrees is close for most tracks. Use more camber on the right side for tracks that have more left turns and vise versa.

I usually keep my rear cambers equal and rotate tires cross ways as directed.

I have not gotten beyond 15 heat cycles so far but that is due to me cycleing tires out of rotation due to a single worn tire in the set or passing them on to racers who need tires.

I havent messed with toe yet but plan to do that on the next test day.

If you have someone to take tire temps you can really dial in the set up.

=====