

Wheels & Tires (11-14)

Posted by joepaluch - 07 Nov 2009 22:55

These are PROPOSED changes gather from the various discussions. Use this area to further discuss these. Based on the feedback we get the rules will be changed (or not) to reflect these updates. It is anticipated that some rules changes will NOT be accepted, but all are up for debate.

11 Fuchs

15x7 fuchs 23.3 mm offset allowed

12 Any wheel no lighter than cookie cutter Any 15x7 wheel is allowed not less than XX lbs. Any offset may be used by overall track width must comply with section

13 205/50 R15 RA-1

Spec tire is 205/50 R15 RA-1

14 225/50 RA-1 With allowance for R888

Spec tire for 2010 is the 225/50 R15 RA-1. Competitors may use up existing supplies of R888 for regional races through out 2010. The only tire allowed at Nationals will be the RA-1. Tire shaving is allowed.

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Re:Wheels & Tires (11-14)

Posted by Rich Geisler - 09 Nov 2009 23:56

NO TO SMALLER TIRES!

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Re:Wheels & Tires (11-14)

Posted by bay924s - 10 Nov 2009 01:39

We are two months from the start of the 2010 race season...I feel it's too late for new rules....

Clarification of rules are acceptable....

Steve

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Re:Wheels & Tires (11-14)

Posted by Weston - 10 Nov 2009 05:54

#11 is bad for us. They're expensive, hard to come by, and offer a performance advantage due to light weight.

#12 seems alright, but would be difficult to enforce, and then you have performance issues with where on the wheel the weight is placed. I believe this would introduce more problems than it solves or lowers cost.

#13 is dead as far as I know.

#14 is fine with me... Use those garbage R888's all you like, but Nationals must be one tire and one tire only. We got screwed by that this year.

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Re:Wheels & Tires (11-14)

Posted by tcomeau - 10 Nov 2009 06:49

No to a wheels change. Stock is good and cheap.

No to 205's.

I would let people who have R-888's use them up at local events but we need to have only one tire at Nationals, the 225/50/15 RA-1.

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Re:Wheels & Tires (11-14)

Posted by 944cer - 10 Nov 2009 23:31

I agree with most of the prior posts. No, No, No, Yes on phazing out the R888 to only RA1. TOYO has

more control over this than we may like i.e. model and sizes available.

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Re:Wheels & Tires (11-14)

Posted by Big Dog - 11 Nov 2009 11:56

AFTER MARKET WHEELS

The issue of allowing after market wheels is to give late offset cars a way to equalize the weight of the wheels to that of cookie cutters. There is a substantial difference between the phone dials and cookie cutters so it is an issue of fairness and equality.

As for how to police this, it is EASY. With a set of scales at tech, remove a wheel/tire combo and weigh it. It is easy to establish a "standard minimum weight" of a wheel and tire combo by weighing a standard cookie cutter with a well worn RA1 and post that weight. Voila, we have an easy way to check compliance.

Only late cars will care about this. Any car that can use cookie cutters will not want/need to spend any money on wheels because the cookie cutter is already a light wheel and would be the minimum weight wheel so why spend any more money to get another wheel of the same weight.

In my opinion, this is a basic issue of equality and fairness between the various years/construction of cars and should be approved.

Jim

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