

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.

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Re: Spec Tire Rule Change Proposal

Posted by JerryW - 07 Apr 2011 15:27

Crap

That's my season done - I can't afford tires every other weekend and What I have on hand wont compete with the HoHo's anyway. At least the +7 had a chance of being low budget and compative.

PS - link gets page not found - go to the menu bar at the top of the screen and click on Prize\$ and then page down to The Hoosiers section.

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Re: Spec Tire Rule Change Proposal

Posted by cgktexas - 07 Apr 2011 15:32

JerryW wrote:

PS - link gets page not found

Try this one:

[944 Spec Hoosier Contingency](#)

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Re: Spec Tire Rule Change Proposal

Posted by JerryW - 07 Apr 2011 15:34

Thanks - found my way there and added quick info

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Re: Spec Tire Rule Change Proposal

Posted by JerryW - 07 Apr 2011 15:36

So Eric,

Are we staying on the same tire size ? Is this for 2011 complete ? Will we switch back to Toyo and if so when ?

Can of Worms just opened in the Class -

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Re: Spec Tire Rule Change Proposal

Posted by Sterling Doc - 07 Apr 2011 15:56

I found this on the website, not through official channels.

Jerry, this does not say that Hoosier is the spec tire for the season. This does make it almost certain that a Hoosier will be among the options. I'd read into that an open tire is very likely, though I don't know that for sure - I haven't gotten an official say on that yet.

I would expect that Hoosier will be *the* spec tire for nationals, based on what I know now. For Nationals, it almost has to be, as we can't have multiple tires legal, that are not available at that time.

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Re: Spec Tire Rule Change Proposal

Posted by joepaluch - 07 Apr 2011 15:56

Jerry don't give up just yet.

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