

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 rlofgren - 08 Apr 2011 12:06

RacerX,

I just did a one day school in January on street tires in my 944spec. This was because of the wet/dry conditions and my only other tires were shaved RA1s. I dried out later in the day and I was surprized that the street tires actually had a lot of grip.

If you are just starting out, I doesn't really matter what tires you use. You will learn just as much at that level on street tires as on race tires. Once you have some seat time, you can start fine tuning and then the race tires will be more important. You will also save money this way.

I know this is a bad situation we are in, but we all have to make the best of it.

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Re: Spec Tire Rule Change Proposal

Posted by jaje - 08 Apr 2011 12:10

RacerX

I wish it was that easy that it could be a mold to send but I think comp tires have a totally different approach to being made than a street tire.

Your solution is simple - take your credit card and call treadzone ASAP and get a set of brand new full tread tires sent to your house by Tuesday or Wed next week as they have them in stock in PA which is 2 day ground shipping to IL. Those should last you 2-3 weekends depending on how many miles you do and how hard you push.

Whinnig and Winning is what happens in all forms of racing...and a simple h separates both so welcome aboard.

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Re: Spec Tire Rule Change Proposal

Posted by RacerX - 08 Apr 2011 14:11

Thanks guys. Sorry if I offended anyone in the post before last, I was just frustrated. The street tires are old and dry rotted. Either way I need a set. I'll give them a call and see what they have left.

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Re: Spec Tire Rule Change Proposal

Posted by Weston - 08 Apr 2011 14:23

RacerX wrote:

Thanks guys. Sorry if I offended anyone in the post before last, I was just frustrated. The street tires are old and dry rotted. Either way I need a set. I'll give them a call and see what they have left.

Honest customer feedback is nothing to apologize for. If people want to be offended, then so be it. Keeping our mouths shut when something is wrong would be doing a disservice to all of us.

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Re: Spec Tire Rule Change Proposal

Posted by cbuzzetti - 08 Apr 2011 14:28

Buttonwillow currently has multiple sets of 225-45-15 RA1 in stock. I know this is not a currently legal size but will be legal soon (May 1).

Call Les or Carrie at 661-674-5333

If you are just starting out there is no need for shaved tires. Buy the full treads and you may get a whole season out of them depending on your driving ability.

To all please excuse my earlier comments.

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Re: Spec Tire Rule Change Proposal

Posted by Palmr28 - 22 Apr 2011 14:22

no 16 944 wrote:

\$225 per tire YIKES! I thought one of the bene's of a spec tire would be reduced costs.

While we are shopping this around, someone should consult BFGoodrich. The R1 used to be a spec tire for the Mustang series. Also, I believe that they have a street version of the R1 that Skip Barber uses as their spec tire. This might be a closer fit with our series.

The tires Skip Barber use are the BFG G-Force Sport Tires. We used them in the rain, but when it was dry used the R-1. The G-Force Sport tire is only is about \$100 bucks and they can shave it down.

The sidewalls are strong enough for racing and SKBRS half of the time, didn't even change the tires too full slicks unless it was a National Skippy Weekend.

Good tire, if guys want to say get a set even shaved just to practice on and not use up their RA-1's at all on practice runs.

Thank you to Eric, Nick, and everyone elses for trying to figure out this situaiton.

Hope to see you guys at the track.

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