

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 SamGrant951 - 06 Apr 2011 10:39

JerryW wrote:

I do NOT want to move to Hoosiers as our permanent spec tire ! One of the deciding factors of picking this class was the affordability and LONG Life of the RA-1

+1

=====

Re: Spec Tire Rule Change Proposal

Posted by Robbie - 06 Apr 2011 10:41

RacerX wrote:

Hoosier seems like a logical choice. Just transition in to them like you did from the 888 tires.

They are an American company. Yes they cost more but your helping to keep jobs here at home. I wouldn't mind paying a little more knowing that I'm helping a fellow American and Company to prosper.

Sounds like they're offering a good contingency. Maybe you could get them to honor the Toyo contingency for a period of time. This way the regions who have all their Toyo tires can keep racing on them for awhile and get contingency for the new Hoosiers.

The tires are available in our sizes. They're willing to step up to the plate for us. Let's switch over to a new spec tire.

Have you looked at the running costs for Hoosiers? That's not low cost racing. If we're going to Hoosiers, then I'd just do a full ITS build on my 924S and run in whatever PT class with NT01's I fall in. Also, the R888 change was very poorly managed and hurt a lot of racers nationwide. Whatever tire is decided on, it needs to be decided on now and kept standard for the rest of the season including

Nationals.

=====

Re: Spec Tire Rule Change Proposal

Posted by Bottoz - 06 Apr 2011 11:04

Just say no to High Dollar tires that need changing every other weekend.

"The Porsche 944™-924S™ spec class is a class for those individuals that wish to race a Porsche in a competitive series with **limited expense and low cost of operation**. These rules are intended to control costs and reduce any performance advantage from the cars so that driving ability and race setup are the greatest factors in determining winners."

=====

Re: Spec Tire Rule Change Proposal

Posted by JerryW - 06 Apr 2011 12:24

If Hoosiers become an option then EVERYONE will need to buy tires whether or not they already have RA-1's of any kind. There is no way to compete with anyone on HoHo's on any lesser tire - and they are like crack ! Drive them once and you don't want to give them up.

This is the worst option I've heard of.

Also the contingency appears to only pay out to 1st & 2nd where the Toyo one pays out to 5th (agreed limited but it all helps spread the benefits).

=====

Re: Spec Tire Rule Change Proposal

Posted by Big Dog - 06 Apr 2011 13:11

How about Goodyear Eagle RS tires? They are made in Akron. They wear better than Hoosiers but not quite as good as Toyo's. A significant issue with them is that they need to be heat cycled and put away for a minimum of 24 hours, and better for a week, or they wear very fast. If scrubbed in and let set, they seem to wear well.

They are faster than Toyo's but not as fast as Hoosiers. Shelby Enterprises (Phoenix) would love to try to help make this happen. The retail price is higher but they do not need to be shaved. Perhaps a "deal" can be worked out on the price. National would need to help there but it is an option for another American tire. I have a contact if there is interest in following up.

This seems like it could make some sense if we can get the price to a reasonable level.

Jim Foxx

=====