

## **RA1's vs R888**

Posted by comatb - 04 Aug 2008 00:15

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I had a set of shaved R888's on the car for twelve heat cycles over two weekends. One tire is toast, another is almost the same. The other two are still usable, but for how long? I must add that I did not rotate the tires, partly to see how long they would last. I ran them at 36 to 38 lbs hot. What are your experiences with these. The RA1's lasted much longer.

A key ingredient to running 944 Spec when I started was tire cost. This savings appears to be much smaller with the R888's costing \$158 plus \$15-\$20 for shaving. Hancocks are \$187 and Hoosiers are \$210. Comments?

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## **Re:RA1's vs R888**

Posted by joepaluch - 27 Aug 2008 22:28

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### **whaxed wrote:**

More General Info:

I was running 38 cold and ending up at 44 hot. I was still getting some sidewall rollover, which I think is a good indicator of how much pressure to run. If you get rollover on the wear markers then you might benefit from more air. When I ran the old lower RA-1 pressures I rubbed the wear markers off totally.

My car is a little underprepped, and a bit softer on bars so that may also affect what psi to run. A stiffer setup might be able to run a few less psi and not get the comparative rollover.

What suspension and camber settings? I know that most underprepped cars roll over the sidewall alot more well prepped ones. My thinking is that for a fully prepped car running 3+ deg of negative camber 38 psi hot maybe better than even 40. I still think 40 cold is too much. What I do think is that this maybe a break through in the thinking with this tire so we can narrow in on the range. We may need to try 37 to 41 cold and just see how it works out. I really don't think any 944 guys have started that high with these tires before. If you figure we gain 6 psi cold to hot then a 37 to 41 cold range could be 43 to 47 hot. With the RA-1 anything over 40 hot was sliding around time. So I doubt many have tried 43 or even 42 hot.

My gut tells me to try 38 cold with my R888 this September. I will get some pictures of wear relative to the triangles on the side. I will also heat cycle these Saturday morning for 1 session and let them sit until

Sunday. On Sunday I will run them again and hopefully get accurate hot pressures and temps.

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### **Re:RA1's vs R888**

Posted by whaxed - 28 Aug 2008 00:49

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front: 400lbs, turbo bars, no strut bar, 2.5 camber, bilsteins.

rear: 31 hollow, 19mm rear bar, smidge less than 2.0 camber.

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### **Re:RA1's vs R888**

Posted by Sterling Doc - 28 Aug 2008 01:04

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Not a lot of camber there, that may contribute. Is the car understeering on the 400lb springs and scrubbing the front tires? It will be very useful to get tire temps across the tire while hot. This would go a long way to settle how we are using this tire. I plan to do that in a couple of weekends to prepare for Nationals.

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### **Re:RA1's vs R888**

Posted by whaxed - 28 Aug 2008 01:37

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Yeah, that's intentional. After all the Miller reports when I was doing setup I was hearing more pressures and less camber, so that's what I decided to try, knowing that everyone's pretty set on the RA-1 config., and that wasn't working on the R888.

I'm not getting push but this was only my third event and I'm not wringing the car all the way out, so that might be driving style as well as setup.

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### **Re:RA1's vs R888**

Posted by joepaluch - 28 Aug 2008 04:12

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The word from Toyo was the R888 need less camber. Well running over the sidewall is a sign of too little camber. I think for our suspensions we keep the camber the same bump up the pressure.

That is my take.

I will be running 3.5 as always and 38 psi cold. I will report back out they turn out.

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## Re:RA1's vs R888

Posted by Gary\_44 - 28 Aug 2008 14:07

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### **pixrken wrote:**

Here's more data points.

Rick brought his R888's over to AIM tires at Thunderhill to ask them about the pattern on the tire about the second quarter when counting from the outside. It's the dark area, left hand side of the center of the tire in the picture.

[944spec.org/gallery/r888sm.jpg](http://944spec.org/gallery/r888sm.jpg) [/img]

The AIM guys said the tires were under inflated. It's dark because it doesn't touch the dusty ground.

Rick was inflating the R888's as he would a RA-1 about 32psi cold and aim for about 38 hot.

The spec e30 guys are running R888's also and going thru the same learning process.

The reason I mention spec 30 is because their fast guys and our fast guys run comparable times.

The AIM guy said the fastest e30 time on R888's was with 40psi COLD!

Rick tried it at 40 cold and said it has probably less grip than a RA-1 for one or two laps but after that they perform just as well as a good condition shaved RA-1.

For Rick to say they perform as well as a good condition shaved RA-1 is a big deal because Rick never had a good thing to say about the R888's.

Aubie was testing with a white paint marker on the side of his R888's and even at 38 cold it was rubbing paint off the raised triangle indicator so perhaps 40 cold is the right thing for these tires.

Just a FYI of our experience.

Anyone else seen this infared photo? Seems kind of similar to the dark wear pattern on Rick's tire (if you flip it to match the tread's direction). The yellow area shows the highest contact of the tire's smooth surface, the orange/red along the grooves of that same area are the highest contact anywhere on the

tire, but the surface on the other half of the tire is mostly green, less contact (same place as the dark area on Rick's)

I'd think that Toyo surely experimented with pressures alot to create the best infared pic they could, and they still have a similar wear pattern.

Taken from the Contact Distribution Chart on Toyo's own pdf

[www.toyor888.net/racing/toyo/images/R888ProductDataPage.pdf](http://www.toyor888.net/racing/toyo/images/R888ProductDataPage.pdf)