

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 many944s - 07 Apr 2011 16:13

This should be fun. Now instead of pro-rating tires I get to contact all of our contracted renters for the season trying to explain to them we need to break our contract and DOUBLE thier *already agreed* upon rental price, as their expense for a "competitive car" doesn't even cover tires for the weekend now...

So glad I was chastised a month ago when I originally brought the issue to light.

Nick Miller

Bennington Motorsports

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Re: Spec Tire Rule Change Proposal

Posted by Bottoz - 07 Apr 2011 17:12

See ya SPEC. Hello PTE.

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Re: Spec Tire Rule Change Proposal

Posted by SamGrant951 - 07 Apr 2011 18:02

Will this just be for 2011 to deal with the issue at hand or will this change the tire rules within the class moving forward period?

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Re: Spec Tire Rule Change Proposal

Posted by joepaluch - 07 Apr 2011 18:35

SamGrant951 wrote:

Will this just be for 2011 to deal with the issue at hand or will this change the tire rules within the class moving forward period?

Sam don't give up your build efforts.

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Re: Spec Tire Rule Change Proposal

Posted by cbuzzetti - 07 Apr 2011 18:39

Not sure there is anyone here to blame Nick.

Just an unfortunate situation. Your customers will have no choice in the matter. Just like the rest of us.

Erik and NASA have been working on this from day one. They were unfortunately dealt a bad hand and have to do whatever they can to make it work.

Your individual region can have an agreement to not run Hoosiers. That is what I will propose to So-Cal this weekend.

I do think it is important to have a spec tire for Nationals though. If it is the Hoosier then so be it. So long as we know far enough in advance to test and tune.

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