

Performance Friction 97 pads?

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This last race weekend I debuted my "new" car. The car has performance friction 97 pads currently installed. At this event I experienced major lockup in my front left wheel. In my previous car I had the hawk dtc 70/60 combo and loved it, I felt that those had plenty of modulation and were easy to determine where the edge was. This last weekend I didn't experience any of that, I had no feedback in the pedal and I felt that the range from threshold to lockup was very minimal and very difficult to get "just right." Every time I didn't lockup I was outbraked, which was very frustrating as deep braking is/was one of my favorite passing techniques. I was running RA-1s with a birth date of 2006 that probably have well over 30 heat cycles, in other words they were ran from full tread and are now complete slicks or close to it (barely 2 lines) even though they were old I was still able to put down competitive laps with them. I corded and blew the front left tire in one session then corded another tire on the front left again in the next because of the crazy lockup. Killing 2 tires in 1 day is not my idea of low cost racing.