

## Tires!!!!

Posted by rd7839 - 17 Jun 2013 18:14

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Finally got the car sorted for the season after plenty of early mechanical gremlins and an unfortunate fender bender that was my fault that has cut my racing short so far this season.

We headed to Sonoma(formally Infineon, aka Sears Point)this last weekend and I was looking forward to really getting to see what the new RR's could do. I already had about 5 heat cycles on the set so they were just getting to the best of their life.

I went out in practice and without pushing ran a tenth off my best time ever. Qualifying I pushed a little more but not 10/10ths and grabbed pole and bettered my best by almost 2 seconds! The tire felt awesome! Tons of grip but slid very much like a RA1! Braking was also much better, combined with my newly rebuilt lsd.

The race was fast, i dropped to second behind Steve Lewis, not because he's a better , more experienced driver, or a great mechanic with a well set up car, but because he must be cheating somehow. It was a 40 minute race and towards the end I started to get a vibration which felt like the right front. I finished second and collected my trophy and margarita and didn't think about it until morning when I heard Ken Meyers had corded a fairly new set of RR's in the race. I checked mine and found they were all split!

They were mounted per Toyo's instructions since day one, have only about 8 heat cycles, were properly inflated, and not abused any more than a midpack driver like me does during any race. I did spin the car in qualifying but that was through the grass and I was off the brakes as soon as the car got away from me.

I changed to a brand new set I was saving for nationals and went out and got second place again on sunday but I have to say that if I will be changing tires every race weekend I will not be able to continue on. As it is, if I don't get these replaced by Toyo I will probably have to skip either Nationals or Laguna Seca as I can't justify the expense of a trip and several sets of tires. Also if this is going to be an ongoing theme with these tires I will either run RA1's and just do my best or sell the car.

I have to say, I am a brand loyal person and have put Toyo's on my other cars because of the contingency program and their support, but after this I'm not feeling too confident. I still have what I would consider a relatively fresh set of R888's in my side yard! Remember those?

Ron

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**Re: Tires!!!!**

Posted by cbuzzetti - 04 Jul 2013 09:27

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Lets have a pow wow over the weekend and see whe we are all at.

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**Re: Tires!!!!**

Posted by Sterling Doc - 05 Jul 2013 10:07

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Ron,

Norm's got the gist of what I want to say. The tire with the 1/2" separation I would bring back, and get replaced. Toyo will also replace one of the ones with just a seam on a pro-rated basis, so that you end up with at least a pair of new tires. The week 50+ tires seem to be better, so far. I have 21 heat cycles on a set that developed a split on the first heat cycle. With rotation, they've been OK. This has all been a pain, no doubt, but so far not a safety issue, and there have now been a lot of tires running with splits. There is some light at the end of the tunnel with the newer tires, as well (though it's still early with those).

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**Re: Tires!!!!**

Posted by Sterling Doc - 31 Jul 2013 20:28

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Another update. I finally corded two set of tires, one with 24 heat cycles, another with 22. Both showed very light cording along the outside edge. I upped the camber from -3.5 to -4 partway through, which seemed to help, as does a little toe out. Flipping them also would have helped (or running more camber from the beginning). Neal had similar results. This is actually slightly better results than we saw with the RA-1's in the last couple of years - typically 18-20HC from 4/32nds. Also, we both ran our fastest laps of the weekend on the older tires, and went slightly slower on newer tires. A SM reset a TR on high HC RR's this weekend, as well. e then bolted on sticker RR's in the hope of demolishing the LR. He went slower. Neal and I's tires were still week 31 tires, most of them with splits, but never opened up. We are now on week 50+ tires.

So our experience here has been pretty encouraging lately. Managing camber seems key (more static camber, and limiting roll as possible with stiffer antiswaybar settings).

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**Re: Tires!!!!**

Posted by rd7839 - 31 Jul 2013 20:45

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Maybe I'm getting different tires here on the left coast than you guys back east are but I have a newer set, don't know what week but I got a split in one after 4 heat cycles. Again mounted correctly and rotated after every session. The others somebody else needed a set so I loaned them out for a day and the splits didn't heal at all.

I hope this is just me having a bad season or bad luck with tires but I will end the season probably using 4 sets of tires not running every race whereas on RA1's I can easily stretch 2 sets. Again I love Toyo and run them on my personal cars and I'm sure this will work itself out but I hope it's sooner rather than later. I will add though about the splits, if that showed up on my street car I'd tow it to the tire shop not drive it but somehow it seems ok to race on them?

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**Re: Tires!!!!**

Posted by rd7839 - 31 Jul 2013 20:59

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In all fairness, I could be having trouble because my cars not set up right. I'm not as diligent as I should be and am running the same settings I did with RA1's. I'm going to try more camber and also work on braking technique. I tend to hammer the brakes until I lock up and then back off.

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