

205/50-15 RA1?

Posted by mcmotorsports - 11 Jun 2009 01:39

With the SCCA announcement that the 205/50-15 RA1 is the official tire for Spec Miata in 2010 AND Toyo going back into FULL production on that size ONLY, why don't we make the switch to that size and then we will have our 20+ heat cycles back. Just a thought.

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Re:205/50-15 RA1?

Posted by mcmotorsports - 12 Jun 2009 10:50

I would say go ahead and test them if you were here in the SE. I would do it myself, being that my employer, Phils Tire Service, could provide me with a set to try, BUT, I am not going to waste any track time if this has no chance of coming to fruition.

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Re:205/50-15 RA1?

Posted by genikz - 12 Jun 2009 10:50

FWIW, I commonly run 205/50/15 RA1's at auto-x's and they're great for Spec in my opinion.

I have run a set of shaved 225/50/15 RA1's and then switched to my 205/50/15 set of RA1's (which had many more heat cycles) and ran faster with the 205's. I don't think it was grip that made me faster, but the "feel" of the 205's that helped me be sharper.

That might not mean much for the big track, but I would be all for a RA1 setup over R888's.

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Re:205/50-15 RA1?

Posted by jaje - 12 Jun 2009 11:56

With a slightly smaller diameter it will help acceleration but hurt top speed. With slightly lighter weight (less rotational inertia) it will help acceleration / braking and reduce unsprung weight.

I always like running RA1s in Honda Challenge but have only run the R888s in Spec thus far (2 races). The RA1s worked great in almost all weather except heavy rain where I can see the R888s the supreme

tire. I could get my RA1s to last an entire season from a new set.

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Re:205/50-15 RA1?

Posted by bay924s - 13 Jun 2009 15:35

Better size or not, I vote NO! Folks have made an investment for the R888s. I expect mine to last throughout the 2010 season.

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Re:205/50-15 RA1?

Posted by joepaluch - 14 Jun 2009 22:43

Guys,

Like I said earlier. This a valid possibility, but we need to learn more before we change. We have not been happy with R888s, but some of that is a learning curve thing. Frankly we are starting to see better results with the R888 so things may turn around.

What I want to make clear are two things.

1) 944 spec is a Spec tire class. This means we will have one tire and one tire size. That is the goal class. Right now we are in transition and that is the only reason for two tires.

2) The goal of the class is an effective long lasting tire for all of us to be equal. For 2010 I want to have all the tire issues resolved we can go back simple racing.

My take is this. After National lets see how things shake out. I believe any decision we make must be made with the best information at hand.