

Wheels & Tires (11-14)

Posted by joepaluch - 07 Nov 2009 22:55

These are PROPOSED changes gather from the various discussions. Use this area to further discuss these. Based on the feedback we get the rules will be changed (or not) to reflect these updates. It is anticipated that some rules changes will NOT be accepted, but all are up for debate.

11 Fuchs

15x7 fuchs 23.3 mm offset allowed

12 Any wheel no lighter than cookie cutter Any 15x7 wheel is allowed not less than XX lbs. Any offset may be used by overall track width must comply with section

13 205/50 R15 RA-1

Spec tire is 205/50 R15 RA-1

14 225/50 RA-1 With allowance for R888

Spec tire for 2010 is the 225/50 R15 RA-1. Competitors may use up existing supplies of R888 for regional races through out 2010. The only tire allowed at Nationals will be the RA-1. Tire shaving is allowed.

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Re:Wheels & Tires (11-14)

Posted by Litespeeds - 09 Nov 2009 02:35

I would say no to the Fuchs as the only wheel I can run on my 88' is the heavier Phone Dials. Since the late cars are heavier already, I think it will be a definitely disadvantage if the early cars can run a wheel that is about 1.5 lbs lighter than the Cookies. That means the late cars with Phone Dials will be around almost 4 lbs heavier on each corner. This is a definitely disadvantage for a late car.

Do not allow aftermarket wheels, period.

I favor running 205/50/15's as these tires fit better on the "wheels. I don't think there will be

much difference in grip and I am in favor of the lower cost and available quantity.

I do agree with allowing the R888 or RA1 in the size 225/50/15 to be used through the 2010 season because many people have brand new sets sitting around.

I think in 2010, we should be allowed to use 205/50/15 RA1's, 225/50/15 RA1's or 225/50/15 R888 on stock Cookie Cutter or Phone Dial wheels. Each driver should be able to choose which tire and wheel combo they want to use as long as it does not increase their track width greater than what is allowed.

As a suggestion, can we increase the overall track width so we can run an early offset wheels on late offset cars and allow the early cars to run " spacers?

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Re:Wheels & Tires (11-14)

Posted by Sterling Doc - 09 Nov 2009 02:59

Having tested the 205 RA-1 back to back with the R-888 & 225 RA-1 (with Traqmate), I found the performance to be similar to the 225 R-888, and a bit worse than the 225 RA-1, both in grip, and overheating. My tire preference is 225 RA-1 > 205RA-1 > R-888.

A few other things to consider:

The way we measure track, the narrower 205's would require spacers to reach *maximum* allowable track. Using early offset wheels on a late car might also work, but may exceed max allowable track width with the 205's (definitely would with the 225's).

The SE30's do not seem to get the same life we do on their 225's, so some of the cost savings will be eaten up by decreased tire life, and more frequent mounting/balancing charges.

A 3 tire Spec series is a mess, IMO.

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Re:Wheels & Tires (11-14)

Posted by joepaluch - 09 Nov 2009 05:31

Sterling Doc wrote:

The way we measure track, the narrower 205's would require spacers to reach *maximum* allowable track.

While it is not clearly stated I would revise the track width measurements to account for a 205 vs 225 tire and adjust accordingly. The rules currently call for stock track width and have numbers based on a certain measurement method. We would still require stock track width and just adjust the measurement based on 205. So no spacers to use 205. That is a mess. The intent of stock track width is just that.. Stock. The measurement is only a way to validate that.

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Re:Wheels & Tires (11-14)

Posted by pixrken - 09 Nov 2009 05:42

11. No. The Fuch's are 13.4 lbs vs the Cookie Cutters at 15.2 lbs. The old 15x7 Fuch's are not currently manufactured and will drive the cost of these wheels up for folks looking to reduce rotational weight. This will further handicap late model cars with their 17.5 lbs phonedials.

12. No. There might be a day when cookie cutters and/or phonedials will be hard to find. I don't think that day has come yet.

13. No. We already suffered the pain of having two different tires, don't want to get into having three different tires. The 225 RA1's has been well debugged and the spec tire for the class for many years. Following the spec e30 thread, the 205's have not been giving them the life we have seen in our class. Yes, the spec 30's are different (heavier, a little more HP) and it's not a apple/apple comparison.

14. Yes. Allow folks to use up their R888's for regional races for 2010. One spec tire for the Nationals.

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Re:Wheels & Tires (11-14)

Posted by jaje - 09 Nov 2009 10:44

11 Fuchs

15x7 fuchs 23.3 mm offset allowed

I see no shortage of cookie cutters or phone dials - why the need for Fuchs is beyond me. I just saw a set for \$100 for sale recently. It would help the cars in all 3 areas - accelerate, brake, turn due to less unsprung weight and rotational inertia. It however would add costs to see the need to buy these.

12 Any wheel no lighter than cookie cutter Any 15x7 wheel is allowed not less than XX lbs. Any offset may be used by overall track width must comply with section

As mentioned before the Fuch is lighter than the cookie cutter so that one exception should be had. I however don't see need for any aftermarket wheels as plenty of oem wheels still around.

13 205/50 R15 RA-1

Spec tire is 205/50 R15 RA-1

I'm all for this b/c it drops tire cost down \$15-\$20 per tire and our Toyo bucks won't be less so you get more tire for the \$ and reward. Plus for the big budget Miata teams I can now buy take offs that are still good.

14 225/50 RA-1 With allowance for R888

Spec tire for 2010 is the 225/50 R15 RA-1. Competitors may use up existing supplies of R888 for regional races through out 2010. The only tire allowed at Nationals will be the RA-1. Tire shaving is allowed.

I agree with this b/c of those who already invested in several sets of R888s. In fact Toyo has a rebate for 205/50/15 R888s through 12/31/2009. I might pick up a set for my Civic.

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