

## 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 rd7839 - 18 Jun 2013 20:17

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Thanks guys! So do you think if I swap them corner to corner I should be ok? I'd hate to give up a decent set of tires for nothing, but then again losing a tire through turn 10 at Sears Point would really ruin my day!

Good eye by the way, that is a flat spot on the right front. Trail braking into 4 lifts that tire just enough and after a couple of laps I flat spotted it. Interestingly it was subtle and hard to see while hot but when it cooled overnight it was plain as day! I figured that was my vibration, so less trail braking, more curb hopping!

And by the way Charlie, I'm the only honest racer in California. I have proof that y'all are cheating, the finishing order! Everybody in front of me obviously is cheating!! I'm clearly the most talented driver in a 944, or any car for that matter, and if I wasn't busy rescuing stray animals and helping old ladies cross the street all day, I'd be a highly paid professional. I'm also the most humble!

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**Re: Tires!!!!**

Posted by cbuzzetti - 18 Jun 2013 21:18

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You truly are the best Ron! No one can deny it now.

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**Re: Tires!!!!**

Posted by AgRacer - 19 Jun 2013 04:46

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Every indication I have seen is that swapping cross corner will seal the seam up because the loading characteristics of the tire swap also. Thats I guess why Toyo has the specified mounting procedures as well.

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**Re: Tires!!!!**

Posted by cbuzzetti - 19 Jun 2013 06:10

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That as been my experience as well.

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## Re: Tires!!!!

Posted by Sterling Doc - 20 Jun 2013 18:33

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Ron, I would take them into a Toyo dealer. At least one looks bad enough to replace, and Toyo will replace them in pairs in any case. They may pro-rate the one that is not truly separating, but it would be worth it for new tires.

My experience is that in our size, the week 31-33 tires often split. Rotating them generally keeps them serviceable (i.e. seam, but not gaping split). I haven't seen or heard of any blow outs from this, as the issue does not affect the tire structure (though it can leave it exposed). The worst issue I've seen was on the 4.5 hour enduro on the first set I ran last October. The seam came apart, and a 2x3" chunk of rubber came off, showing the cords underneath. The tire felt like it had a mild flat spot, but was still fast, and lasted the race (I had no idea!). That was before the mounting recommendations, and was mounted backward on the front - worst case scenario. Toyo replaced the whole set at the time.

So far, the week 50+ tires have been better, but it's early. I have 15 heat cycles on one set. I replaced it with a sticker set, the same day as the 15th heat cycle (for comparison), and was no faster on the stickers that is encouraging. The second set seems to be wearing faster, but I did not heat cycle them, and ran a 45" race on them. I will be back on my 15 heat cycle sets this weekend for a test n tune, and will gather tire temp data.

My (evolving) thoughts on these tires:

1. *They like a heat cycle.* Run them in a warm up, and put them away for a day if you can.

My first set really seemed to like the by the book heat cycle they got, and have been remarkably consistant through 15 (fairly easy) heat cycles. These tires were raced in cool condition, and a several shorter sessions, so that may have helped as well. I'll wear them out this weekend, I suspect. The second set was bolted on, and abused during a long heated race 1st time out, and the second time out. fast, but seem to be wearing faster than set #1, even considering the heavier heat cycles.

2. *They don't like small camber* I'm not sure if 3.5 or 4 degrees in front is better (yet), but I wouldn't go less than that in front. In the rear, I'd go for max equal camber - 2.5 to -2.75 or so.

3. *They may benefit from being flipped on the rim* Those who've corded them, did so on the outside

edge, almost exclusively

4. *I have no idea on pressures yet*, hope to after the weekend. It seems that about 40 hot has worked, but the SE30 fast guys are talking about 33 hot. Maybe the 205 on the 7" rim works differently? I'll experiment some this weekend.

5. *Rotate them often*

Experiences so far seem pretty varied. The only really consistent thing is that they are fun to drive, and fast. We'll have to see how far we can get them to last.

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