

## Spec Tire Rule Change Proposal

Posted by Sterling Doc - 02 Apr 2011 14:32

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Guys, it has become clear that Toyos will not be available in any significant quantity this year. The current shipment to Phil's Tire is held up in California, as well. I talked with John Lindsey this morning, and have been given the green light to change the tire rule for the class, for this year.

My goals with this, are to keep the RA-1 competitive, but allow an adequate supply of tires through the end of the year, without having to hunt them down across the country. As R-888's, and NT-01's are also made in Sendai, they alone do not meet our needs.

My proposal is to reference the Performance Touring rules, and allow any tire in the same " +7 points" performance category as the RA-1, with a maximum width of 225mm. Here is the relevant section quoted from the PT rules:

DOT-approved R-compound tires with a UTQG treadwear rating of 50 to 130 (ex. Kumho V700, Michelin Pilot Sport Cup, Nitto NT01, Pirelli PZero Corsa, Toyo R888, Toyo RA-1, Yokohama A048, etc) +7

This would include the NT-01, though remaining stocks of that tire are low, and it is made in the same Sendai plant. While the V700's are not available in a 15" size, the Victoracers are.

This should alleviate any supply issues, and keep the current RA-1's competitive.

Allowing Hoosier/Hankook/BFG tires would make RA-1's instantly non-competitive, and is not a good option, IMO. On the other end of things, allowing street tires gets very messy (hard to define, and very broad scope).

One issue is that other than remaining NT-01s, none of these tires are very cheap - somewhere around \$180/tire or more. I do see that the Tire Rack has Michelin Pilot Sport Cups at \$130/tire, but only in a 205/55/16" size. Allowing 16" rims, still limited to a 225mm tire width, may be an option as it would open up more tires (many are not available in a 15" size), but that would need to be thought through some more.

This would be a one year exception, with plans to return to the RA-1's next year, providing they become available again.

I want to wrap this up within the next 48 hours, and the choice is ours, so give me your thoughts!

This has been cross posted to the NASA forums.

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### Re: Spec Tire Rule Change Proposal

Posted by joepaluch - 08 Apr 2011 09:44

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Weston, Chris and Charile.

I deleted a couple posts. No need for that type discussion here. If you must use email for that stuff. Ok.

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### Re: Spec Tire Rule Change Proposal

Posted by Weston - 08 Apr 2011 09:48

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**joepaluch wrote:**

Lets also consider that the way NASA works each region is an independant franchise. So not running local events hurts your local region more than it hurts NASA Nationaly. Consider who you will be hurting if you must get fiesty with things.

Good point. That is the ONLY thing keeping a lot of people around. The individual regions are what makes NASA viable and fun. However, there does come a point at which the negative of supporting the National office and their never-ending BS outweighs the good of supporting our local franchise. It sucks that they're caught in the middle. It's a difficult situation, and I don't expect that all of us are going to be able to fall on the same side of that fence at this point.

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### Re: Spec Tire Rule Change Proposal

Posted by jaje - 08 Apr 2011 10:04

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**RacerX wrote:**

I give up! Think I'll go see what SCCA, PCA or some other group that has their sh!t together, is running for the 944's and join up with them. Someone high up in NASA is getting a kick back from Toyo and that is whats holding this mess up. They don't want to lose their "golden goose" by just coming out and naming another tire. It's also BS that they don't go through the channels of letting their national

directors know first hand whats going on!!!!

Don't get me wrong, I feel sorry for the folks in Japan but come on now, it's been how many weeks now?  
And we still don't have an official tire!

I don't care what we run but just officially name something!

RANT OVER!My local SP1 class (PCA) is having this same problem of what to run and with SCCA now  
(finally) adopting the Spec-944 classes they will have this same issue too.

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### Re: Spec Tire Rule Change Proposal

Posted by norman#99 - 08 Apr 2011 10:06

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Here is what I see and we can agree to disagree if you want. When you feel backed into a corner with no options for a way out, your gonna kick, scream and name call. My understanding of this and until we hear differently from NASA Nationals is this, Hoosier is the spec tire for the Nationals race at Mid Ohio ONLY! Locally we can run what ever your region decides on. If I am told that I HAVE TO RUN HOOSIERS all of the time, I will be on the list of screamers, actually I won't scream, there are worse things, but I will run what ever tire I want, or run what ever class I want. This is nothing to panic over! We put lots of money and time into this hobby and we can do what ever is most comfortable for us as individuals. I raced my first 944 season with SCCA where some could by new Goodyears every race weekend while I was on maybe two sets of RA1's for the entire season, so what did I do after the season, moved to NASA were it was more affordable for me on one spec tire and watched 944spec grow from maybe 5 cars a race to 20 cars per race in not a lot of time, this growth was seen over the entire U.S.! This will not make 944 racing go away, let's just call it fine tuning time! Bottom line, we have options and one option I personally don't have is \$50 of tire use for every 20 minutes of track time! So I think we should cross that bridge when we get to it, meaning until somebody confirms that I HAVE to run Hoosiers, I'm not worrying about it, we are all on the same page in AZ, all regions need to talk about what you want to do and just do it!

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### Re: Spec Tire Rule Change Proposal

Posted by norman#99 - 08 Apr 2011 10:11

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oops, while I was typing Robbie, Joe and some others basically said the same thing, sorry for the redundantsy!

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