

RA1's vs R888

Posted by comatb - 04 Aug 2008 00:15

I had a set of shaved R888's on the car for twelve heat cycles over two weekends. One tire is toast, another is almost the same. The other two are still usable, but for how long? I must add that I did not rotate the tires, partly to see how long they would last. I ran them at 36 to 38 lbs hot. What are your experiences with these. The RA1's lasted much longer.

A key ingredient to running 944 Spec when I started was tire cost. This savings appears to be much smaller with the R888's costing \$158 plus \$15-\$20 for shaving. Hancocks are \$187 and Hoosiers are \$210. Comments?

=====

Re:RA1's vs R888

Posted by joepaluch - 27 Aug 2008 22:28

whaxed wrote:

More General Info:

I was running 38 cold and ending up at 44 hot. I was still getting some sidewall rollover, which I think is a good indicator of how much pressure to run. If you get rollover on the wear markers then you might benefit from more air. When I ran the old lower RA-1 pressures I rubbed the wear markers off totally.

My car is a little underprepped, and a bit softer on bars so that may also affect what psi to run. A stiffer setup might be able to run a few less psi and not get the comparative rollover.

What suspension and camber settings? I know that most underprepped cars roll over the sidewall alot more well prepped ones. My thinking is that for a fully prepared car running 3+ deg of negative camber 38 psi hot maybe better than even 40. I still think 40 cold is too much. What I do think is that this maybe a break through in the thinking with this tire so we can narrow in on the range. We may need to try 37 to 41 cold and just see how it works out. I really don't think any 944 guys have started that high with these tires before. If you figure we gain 6 psi cold to hot then a 37 to 41 cold range could be 43 to 47 hot. With the RA-1 anything over 40 hot was sliding around time. So I doubt many have tried 43 or even 42 hot.

My gut tells me to try 38 cold with my R888 this September. I will get some pictures of wear relative to the triangles on the side. I will also heat cycle these Saturday morning for 1 session and let them sit until

Sunday. On Sunday I will run them again and hopefully get accurate hot pressures and temps.

=====

Re:RA1's vs R888

Posted by whaxed - 28 Aug 2008 00:49

front: 400lbs, turbo bars, no strut bar, 2.5 camber, bilsteins.

rear: 31 hollow, 19mm rear bar, smidge less than 2.0 camber.

=====

Re:RA1's vs R888

Posted by Sterling Doc - 28 Aug 2008 01:04

Not a lot of camber there, that may contribute. Is the car understeering on the 400lb springs and scrubbing the front tires? It will be very useful to get tire temps across the tire while hot. This would go a long way to settle how we are using this tire. I plan to do that in a couple of weekends to prepare for Nationals.

=====

Re:RA1's vs R888

Posted by whaxed - 28 Aug 2008 01:37

Yeah, that's intentional. After all the Miller reports when I was doing setup I was hearing more pressures and less camber, so that's what I decided to try, knowing that everyone's pretty set on the RA-1 config., and that wasn't working on the R888.

I'm not getting push but this was only my third event and I'm not wringing the car all the way out, so that might be driving style as well as setup.

=====

Re:RA1's vs R888

Posted by joepaluch - 28 Aug 2008 04:12

The word from Toyo was the R888 need less camber. Well running over the sidewall is a sign of too little camber. I think for our suspensions we keep the camber the same bump up the pressure.

That is my take.

I will be running 3.5 as always and 38 psi cold. I will report back out they turn out.

=====