

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?

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Re:RA1's vs R888

Posted by norman#99 - 11 Aug 2008 21:34

I ordered 888's the last two times I have needed tires and was not able to get them because they were back ordered so I haven't used them to comment.

At Miller I only used one set of tires (ra1's) I think I drove about 350 miles in three days. The rear tires wore out faster than the fronts because of the rear alignment issue I developed on Friday, so I rotated the passenger side tires on Sunday and that was it for the whole weekend. I don't know of too many tires that you can run on that hard for 3 days with a bad alignment and still be competitive. I hope they continue to make the ra1's and it will stay the spec tire, if it ain't broke

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Re:RA1's vs R888

Posted by Karl @ ART - 13 Aug 2008 11:19

Does anyone have any interest in running the 205s?

They should wear better than the 225 on 7 inch rims.

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Re:RA1's vs R888

Posted by cullenwinter - 13 Aug 2008 12:24

Karl @ ART wrote:

Does anyone have any interest in running the 205s?

They should wear better than the 225 on 7 inch rims.

225/50 is the spec tire size. It's in the rules....

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Re:RA1's vs R888

Posted by Karl @ ART - 13 Aug 2008 13:17

How did the 225 become the spec tire?

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Re:RA1's vs R888

Posted by SvoChuck - 13 Aug 2008 15:30

I bet Joe knows !

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