

TOYO TIRE TALK

No.02-009 (TTT- 130)

Technical Service Department Japan.

Technical tips and information that may
allow you to better serve your customers.

We would appreciate your input, please contact us.

Phone : 0081-727-759009 , Fax : 0081-727-759029



Date : 24th June, 2002

Subject : Characteristics of Toyo Semi-Racing Tires

The sport of autocrossing and circuit racing continues to gain in popularity as a relatively inexpensive and safe way to experience racing and discover your car's capabilities. Known as Gymkhana in the 60's, autocrossing (or autoslalom in Canada) can be enjoyed by amateurs and professionals alike.

Toyo semi-race tires provide excellent performance for this growing sport around the world. Let's look at the typical characteristics of Toyo semi-race tires and the tread compounds.








Circuit Racing

*Autocross (gymkhana,
autoslalom)*




1) Characteristics of Semi-Race Tire

***Note : Certain countries have specific regulatory requirements which govern the legality of using these tires on public roads. Always check the requirements in your country (e.g. DOT, ECE, etc.)**

	Successor of R881	Successor of TP08R			
Pattern Name	Trampio R888	Trampio R881	Trampio 08R	Proxes RA1	Trampio R1R
Tire Safety Standard	JIS / JATMA	JIS / JATMA	JIS / JATMA	DOT (U.S.A.)	JIS / JATMA
Pattern Image					
Design Objective	These tires are suitable for "Competition"				This tire is suitable for pleasure driving
	Designed for circuit racing, autocross, slalom competition	Designed for circuit racing, autocross, slalom competition	Designed for circuit racing, autocross, slalom competition	Designed for grass roots racing, also used for autocross, circuit racing (U.S.A.)	Designed for circuit racing
Pattern Characteristic	1) Advanced pattern from R881(W Grip Pattern) for good dry grip. 2) Optimized contact pressure for good grip and traction	V-shaped groove and sequence of blocks for good traction	Large tread blocks for high-cornering force and good traction.	Large tread blocks for high-cornering force and good traction.	V-shaped groove for high-cornering force and good wet performance.
Construction Characteristic	High stiffness	High stiffness	High stiffness	High stiffness	High stiffness
Compound Characteristic	This tire has three compound types* GG GGG SG	This tire has three compound types* GG GGG SG	This tire has two compound types* GG GGG	Semi-racing compound for high-grip and heat resistance	Semi-racing compound for high-grip and heat resistance

*Regarding the three compound types, we will explain these in the next page.

2) Characteristics of Compound for Semi-Race Tire

Pattern	Compound	Compound Characteristic	Circuit				Autocross (Gymkhana, Slalom)				
			FF		4WD / MR / FR		FF		4WD / MR / FR		
			High Temp.	Low Temp. & Wet	High Temp.	Low Temp. & Wet	High Temp.	Low Temp. & Wet	High Temp.	Low Temp. & Wet	
TP R888 TP R881 TP 08R	GG	This compound has better heat resistance	B	C	B	C	C	X	C	C	<div style="text-align: center;">Harder</div>  <div style="text-align: center;">Softer</div>
TP R888 TP R881 TP 08R	GGG	These compounds have less heat resistance than the GG compound	C	B	X	B	B	B	B	B	
TP R888 TP R881	SG		X	B - A	X	B - A	C	A	C	A	

*The compound of PXRA1 \cong GG compound.


A	= Suitable
B	= Recommendable
C	= Permissible
X	= Not Recommendable

High Temp. (Cent.)	Road Temp.= 20 degrees to above 30 degrees
Low Temp. (Cent.)	Road Temp.= Below 20 degrees

The above table is only a guideline.
The most suitable compound selection depends on vehicle type, horsepower, suspension setup, track conditions. etc...




I'm GG ! My specialty is longer distance racing because of my superior heat resistance compared to GGG and SG compounds.






Long Course




Dry




High Temp.


These are OK for GG !

We're GGG and SG ! For shorter distance racing we're the best because we can't take too much heat build-up !




Low Temp.



Wet



Short Course

These are OK for GGG and SG !


3) Good Example for Semi-Race Tire Fitment (Trampio R888)



Vehicle : Mitsubsihi Mirage (Gymkhana spec.)
Tire : Trampio R888
Tire Size : (F) 225/45ZR16
 (R) 195/55R15 84V

We obtained good results at the All Japan Gymkhana Championship :

- 1) Second place at 4th round of All Japan Gymkhana Championship
- 2) Third place at 2nd round of All Japan Gymkhana Championship



Have you participated in circuit racing, gymkhana, autocross, or slalom events ?
 If so, drop us a line with your vehicle type, tire spec., tire size, inflation pressure, etc.. What worked best for you ?
 Your information is helpful to us and all who are enthusiasts for racing !

4) Size Range : Toyo Semi-Race Tires

Tyre Size	Trampio R888	Trampio R881	Trampio 08R	Proxes RA1	Trampio R1R
335/30ZR18				○	
275/35ZR18				○	
245/40ZR18					○
225/40ZR18				○	
205/40ZR17				○	
275/40ZR17				○	
255/40ZR17	○			○	○
245/40ZR17	○	○			
235/40ZR17				○	
245/45ZR17					○
235/45ZR17	○			○	○
225/45ZR17	○				
215/45ZR17	○				○
245/45ZR16				○	
225/45ZR16	○	○			
225/50R16 92V					○
P255/50ZR16				○	
225/50ZR16				○	
225/50ZR15				○	
225/50R15 91V		○			
205/50R16 87V					○
215/50R15 88V	○				
205/50ZR15				○	
205/50R15 85V		○			
225/50R14 89V				○	
205/55R16 89V					○
205/55ZR16				○	
205/55R15 87V		○			
205/55R14 85V				○	
195/55R15 84V	○	○			○
185/55R14 79V			○		
195/60R14 86H		○			
205/60R13 86V				○	
185/60R13 80V				○	
175/60R13 77H			○		

Note 1 :

Due to supply limitations we may not be able to accommodate all requests for semi-racing tires.

Please contact the Tire Overseas Operations Division (Sales Dept.) in Tokyo.

Sorry ! We have good performance, but there's not enough of us to meet the growing the demand !



Note 2 :

As mentioned on page 2, the regulations in your country (e.g. DOT, ECE, etc.) will dictate the legality of using semi-racing tires on public roads. Always consult the regulations first !

Note 3 :

Even where permissible, you should use caution when using semi-racing tires on public roads due to their unique handling characteristics compared to standard street tires. You should explore the tire/vehicle limits only on a well regulated race course !