GOODYEAR TECHNICAL CENTER **AKRON**

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Spec Racer Ford Rain Guidelines

Objective: Optimal Performance In Various Wet Conditions

One of the most difficult tire decisions a racer will need to make is how to correctly estimate wet tire pressures over varying track conditions. Racers should seek to operate wet rain tires (D2524) at the same HOT pressure as the dry tires (D2525). This will optimize hydroplaning and traction over the range of conditions they can be used in. Below are some guidelines to assist with using Goodyear rains at various track conditions.

Track Conditions:

Heavy Rain - Starting COLD Pressures +2 to +4 psi over dry tire conditions.
- Higher HOT pressures will reduce hydroplaning
- Expect minimal increase in tire temperatures and pressures
- Tire wear and degradation should be minimal

Light Rain - Starting COLD Pressures +2 psi over dry tire conditions.
- Hydroplaning should be minimal
- Lower pressure helps forward traction if wheel spin is occurring.

Drying Track - Driver must choose the best tire design for track conditions
- If using WET tires, start pressures at DRY tire COLD pressures. Wet tires will likely exceed 170 degrees F operating temperature and may deteriorate with performance and wear.
- If using DRY tires, start pressures at +2 PSI over DRY tire COLD pressures. Tires will not likely reach full HOT operating temperature.
- Pay attention to the race groups on track prior to gridding your car. If no spray is coming off cars on track, consideration should be given to running the dry tire in your session.

Helpful Hints:

-Check HOT pressure after each session to make sure you hit the dry HOT pressure targets.
-If using wets and a grey/dry line develops during session, attempt to drive through wet portions of the track to keep tires cool.
-These are guidelines on tire pressures and should give you a window to work with. Driving style and car setup can vary from car to car affecting the build-up of tire pressures.