

Tyre Evaluated: Yokohama Advan Neova AD08R.  
Location: Mallala  
Weather: 18 degrees max. Damp track in the morning and showers during the day but never a wet track  
Track Temp: 19 to 21 degrees  
Lap Times: 1.2 seconds slower on Yokohama's than Hoosiers.  
Date: 11<sup>th</sup> June 2016

The Yokohama Advan Neova AD086 tyres as supplied by Yokohama were tested on two vee chassis. A Sabre02 owned by Ben Forgan and a Jacer F2K5 owned by Jackson Freer. The tyres were fitted to a set of Performance 15 x 6 vee rims.

We ran 6 sessions during the day and both vee's ran the Yokohama's for three sessions and also ran their personal Hoosiers for at least two sessions to get a comparison.

Driver's comments on the Yokohama's:

- Increased stability under braking. Ben Forgan data that he was braking 7 metres deeper at the end of the back straight on the Yokohama's as compared to the Hoosiers.
- Better control of the vee under high speed turn (ie turn 1 at Mallala)
- Vee felt tighter and did not squirm like the Hoosiers.
- Low speed turn in was not as good as the Hoosiers and drivers needed to wait longer before they could get back onto the throttle. This was a lap time issue but both drivers felt it was an issue that would not cause concerns in a race if all vee's were on the same tyre.
- Engine revved quicker (smaller rear tyre).

Observations:

- Tyres did approx. 48 laps during the day and at the end of the day the tyres did not look to have worn significantly. The wear was much less that you would have expected from a set of new Dunlops or Hoosiers. Yokohama's should wear significantly better than either of the two vees tyres
- Low Speed turn in was improving as we reduced tyre pressures, ended up with 18 psi front and 20 rear (hot pressures) but further tuning of pressure and suspension would likely improve turn in.

- A maximum tyre temp (measured by a probe pyrometer) was 48 degrees on the Yokohama which was much lower than the Yokohama rep was looking for but the Hoosiers were running at 52 degrees so the temperatures were comparable on the day.
- Top Speed on the Sabre 02 were 3 to 4 km/hr slower on the Yokohama's than the Hoosiers at the end of the straight but RPM was higher by
- The tyres had a wider stance than the Hoosiers and a much more modern look. Positive comments by other vee drivers and competitors / spectators from other categories.
- The front tyres are 5mm taller than the Hoosiers and the rears are 27mm smaller. The front size maybe a slight issue for some vee's but should not be significant as it is only a 2.5 mm change to ride height whereas the rear size difference will be an issue to be resolved for vee's running close to minimum ride height at the rear, ie Sabre 02's.
- The Sabre 02 was raised at the rear to the point where the camber was close to zero and Ben did not notice a lack of drive so potentially the issue of smaller rear tyres will be assisted by vee's not needing to run as much negative camber on the rear to get the drive.

#### Conclusion:

- Yokohama Advan Neova AD08R tyres will have some ride height issues to be resolved by chassis tuning.
- Low Speed turn in is a negative but it is predictable and potentially able to be tuned out. Both drivers did not think it would be an issue in competition.
- If we decided to allow a grandfather clause for the Hoosiers there would be an advantage to the competitors on Hoosiers.
- **If all vee's were on these tyres in competition then there did not look like there would be an issue for the category.**