

Kieran Glover's Test Report

Hey mate, sorry for the delay but here's what I thought about the tyres:

Yoko AD08R

The grip level of these was very low. They felt way too hard and as though they were designed for a bigger, heavier vehicle. When they had grip they felt heavy, which didn't last long as they lost grip quickly. I reckon there'd be mayhem if a field of fvees went out with these fitted!

Yoko A050

Definitely had a fair bit of grip, although not as much as I thought they may have. They made the steering very heavy and at initial turn in I felt as if I'd get understeer but then they tended to hold on, it took me a while to trust them. Once again felt like they were made for a bigger car. We had this front end shimmy on corner exit where I think the tyre was grip-release-grip-release and getting a resonance going.

Hoosier

Felt like a new car once these went on. Biggest difference for me was how nimble it felt with the right size tyres on. Light in the steering and well balanced. I'm sure we would've done our quickest time for the day on these if we hadn't run out of E10 and the track hadn't cooled off dramatically.

GITI Medium

So noisy! And quite low grip, but not as bad as the first Yokos. They felt light and nimble (being the right size) but just lost out on the grip levels. They were better once we dropped the pressure down as the GITI guy had them around 25PSI.

Overall I'd have to say the Hoosiers were head and shoulders above the rest as far as grip, predictability and feel. My second preference is the GITIs as they felt like a much better fit for the car than the big heavy yokos. Then the A050, then the AD08R.

Cheers,
Kieran.

Daniel Reynolds Report.
Hi Michael,

Below is a run-down on my thoughts of each tyre.

GiTi Mediums:

This was the tyre we did the first 2 sessions on, (the first of which was just to put some laps on the tyres, with no initial comments made)

After the first session, I really wasn't impressed. The tyres felt like they were never going to warm up, which obviously meant no grip. Things did improve somewhat in the second session though.

I still feel like the fronts never got up to temp, and thus spent the entire time struggling to get the car turned in, however the rears did feel more like something we could work with. Currently though, I

feel this tyre is simply not suitable. The fronts having such a big temp/grip issue, and if you combine that with a bunch of new or inexperienced drivers, and you'll have chaos every race start. If the manufacturer

can fix the fronts however, and the lap times are in the ballpark, (currently around 3 seconds off), this could be a very different story. They are the right size, so therefore if they get the fronts

sorted, people shouldn't have to reinvent the wheel to get their cars balanced.

Hoosiers:

I only got 1 session on these, but this was enough to give me a very clear picture. I'd also like to point out, I spent my entire time racing vees on dunlops, so I have no experience on

these tyres other than 1 day at Winton about 12 months ago.

This tyre does what you need it to. They give you a good feel for grip, the car is well balanced on them, and the lap times are similar to what you'd get out of a dunlop.

Enough said.

Yokohama AD08R:

Now, these tyres I got 2 sessions on, but not back to back. We did get to make some meaningful changes though. The first session we went out with the same setup as the car was for the other tyres. The balance

on these was actually quite good, they just tended to lack grip all round, leading to times about 3 seconds off the hoosiers. We then had 2 sessions on the other yokos, before going back onto these,

so I cannot make a direct comparison. However after putting the car back to the base setup and simply dropping the tyre pressures a bit, we reduced that gap to around 2.4 seconds. Given the big gap in time

between sessions though, and the fact most people seemed to pick up time late in the day, this may be an exaggerated gain. I do feel that such a big time difference will be a hard thing to sell to drivers, so I

honestly believe this needs addressing before you could move forward with this tyre.

I also need to point out that this tyre, (along with the other yokohamas being tested), are a different size to the hoosiers,

so with that brings problems with ride height, and the general feel of the car. We recorded a difference of roughly 12mm in ride height, which may be easy to fix for some, but possibly not others. As for the

feel of the car, while it was still quite balanced grip-wise, it did lose some of its 'nimbleness', that you'd expect from an open wheeler. If the manufacturer is willing to narrow tyres, mainly the fronts to get that 'nimbleness' back, and maybe soften up the compound all round to get the times to something more acceptable, this could be a decent choice.

Yokohama A050:

Again, I got 2 sessions on these tyres, and back to back with a small setup change. These tyres were roughly 0.5-1 second off the pace of the Hoosiers, which I would consider close enough, but that's about all I can say they have going for them. I found these to give too much rear grip leading to lots of entry understeer, (which I believe is saying something for a car that's designed to be taily). Also, the front tyres being as wide as they are, made the steering rather heavy, which could be a problem for those drivers out there that already struggle to get through a race. There could also be a big problem with stress on stub axles here, particularly with the 1200 cars. For the second session, we raised the rear of the car to try and tune out some of the rear grip. While that made a small improvement, it really wasn't anywhere near enough to get the car better balanced. Given how grippy these tyres were, it would be a big task to get the car balanced properly. Lastly, and something in my opinion that is rather important, is that with these tyres, the car no longer feels like an open wheeler, instead giving you more of a sedan feel about it.

Summary:

In my opinion, this test only produced 1 suitable option, and that was the Hoosier. While I'm aware there may be some issues around tyre life, to me this is not as big an issue as the things I highlighted above, not to mention there may be problems with the other tyres that we aren't even aware of yet. I would put the Yokohama AD08R's as my second choice, but they are a distant second. The way they affect the car is an issue, and the fact they are so far off the pace, I would find that really hard to accept as a race driver. For now, I say keep on with Hoosiers, and give the other guys more time to get their tyre right.

Daniel Reynolds

Jackson Freer

Below I have outlined my opinions on each of the tyres I tested at Winton last weekend.

Hoosier

The Hoosiers felt like you would expect – like a normal Formula Vee tyre. At first I thought they didn't have enough grip, but that was just the track surface making the tyres squeal.

GiTi Medium

I drove these at Mallala and thought they were pretty reasonable. At Winton, I thought they were useless! I had NO front end grip, and the rear would let go randomly as well. However, during my second session on them, I realised that my first hot lap felt pretty good – and then they went off, and just kept getting worse. So in all honesty, I actually think the tyres could be reasonable, we were just running our pressures WAY too high.

Yokohama Original

At Mallala I thought these had too much grip, but at Winton I actually found them to handle fairly similarly to the Hoosiers. This could be because of the track surface, or because without the hairpins of Mallala, the mid-late corner push I experienced at Mallala was non-existent at Winton.

New Soft Yokohama

Before I went out, the Yokohama man said something about these tyres being tricky to drive on. I got used to them pretty quickly and, from a driving standpoint, found them fantastic. They had lots of grip: I literally halved my braking distance into turn 1; the sweeper went from being scary to good. These were my favourite tyres to drive on, however how long they last is yet to be known.

Considering only how the tyres handle, my order of preference would be:

Yokohama Soft Hoosier Yokohama Original GiTi Medium

However, cost and longevity is quite important in my eyes (and for the class), and probably outweighs how fun the tyres are – because it's going to be the same for everybody.