

| <u>SCCA Classes</u> | | COLD | COLD |
|---------------------|---------------------|----------------------|---------------------------|
| FA | Formula Atlantic | F 14# R 15# | |
| FB | Formula B | | Vintage F 15# R 16# |
| FC | Formula Continental | F 14# R 14# | |
| FF | Formula Ford | F 14# R 15# | Vintage F 16# R 17# |
| FV | Formula V | F 18# R 19# | Vintage F 20# R 21# |
| CSR | C Sports Racing | F 15# R 16# | |
| DSR | D Sports Racing | F 15# R 15# | |
| S2 | Sports 2000 | F 14# R 15# | |
| SV | Super V | F 14# R 15# | |
| GT1 | GT 1 | F 17# R 16# | |
| GT2 | GT 2 | F 18# R 18# | |
| GT3 | GT 3 | F 17-20# R 16-20# | |
| GT4 | GT 4 | F 20# R 19# | |
| GT5 | GT 5 | F 19# R 20# | |
| EP | E Production | F 17-20# R 17-20# | |
| FP | F Production | F 20# R 20# | |
| GP | G Production | F 20# R 18# | |
| HP | H Production | F 20# R 19# | |
| F500 | Formula 500 | F 14# R 15# | |

| <u>Hoosier R7, Road Course</u> | | COLD | HOT |
|--------------------------------|--|-------------|------------|
| Vehicle weight 1800 to 2200# | | 26/31# | 34/37# |
| Vehicle weight 2200 to 2600# | | 27/32# | 35/38# |
| Vehicle weight 2600 to 3000# | | 27/32# | 37/41# |
| Vehicle weight over 3000# | | 27/33# | 38/43# |

Note: These are Hoosier's recommendations

Dunlop Tires for Porsches with 18" slicks.

| Road Racing Only | | COLD | HOT |
|-----------------------|--|-------------|------------|
| 911 Camber -3.5 Front | | 19-21# | 25-29# |
| 911 Camber -2.5 Rear | | 20-22# | 26-31# |

Vintage Goodyear INDY Radials

| Portland R.C. | | HOT |
|---------------|--------------|------------|
| F | 25.5x10.0R15 | 20-26H |
| R | 28.0x14.5R15 | 20-24H |
| F | Cleveland | 20-26H |
| R | | 20-24H |
| F | Road America | 25-28H |
| R | | 23-26H |
| F | Mid Ohio | 20-26H |
| R | | 20-24H |
| F | Laguna Seca | 24-30H |
| R | | 22-28H |

These pressure recommendations are from Goodyear's 1992 Indy Car Tire Data booklet.
H = Means Hot Pressures.
F = Front
R = Rear

Use Sheet 2 for Dunlop Pressures

| <u>Vintage Classes</u> | | Size | COLD | HOT |
|------------------------|--|--|--|--|
| Vintage Trans Am | | 600-15 700-15 | F 22# R 19# | F 29# R 25# |
| Corvette | | 600-15 600-15 | F 22# R 21# | F 29# R 29# |
| Cobra | | 600-15 800-15 | F 20# R 20# | F 27# R 27# |
| Can Am | | 23.010.5-15 27.0x14.0-15 | F 16# R 18# | F 20# R 23# |
| F 5000 | | 10.0x20.0-13 15.0x26.0-15 | F 17# R 18# | F 21# R 23# |
| F. Junior | | 450L13 550L13 | F 16# R 18# | F 19# R 21# |
| F 5000 | | 10.0x20.0-13 15.0x26.0-15 | F 17# R 18# | F 21# R 23# |
| Lotus 23 Elva MK7 | | 5.0/22.0-13 6.5/23.0-13 | F 16# R 17# | F 21# R 22# |
| IMSA 16" | | 23.5x10.5-16 23.5x11.5-16 25.0x12.0-16 25.0x13.0-16 27.0x14.0-16 | F 18-20# F 18-20# F 18-20# F 18-20# R 17-22# | 23/27# 23/27# 26/28# 26/28# 24/26# |
| GTP | | 335/645R18 365/720R18 | F. 17/22# R. 18/23# | 26-30# 28-30# |

Increase loaded side by 2# on banked ovals!
For Rain Tires Increase COLD Pressures by 2#.

| Historic Winston Cup | | Size | COLD | HOT |
|----------------------|--|--------------|--------------------|--------------------|
| | | 27.0x11.0-15 | F 19-21 R 17-19 | F 29-32 R 26-29 |

Hoosier HOTDR and HOTD-S tires as used on vintage race cars

| | | COLD | HOT |
|---|--|-------------|------------|
| Vehicle weight 1000 to 1400# With Driver | | 17-18# | 21-23# |
| Vehicle weight 1400 to 2000# With Driver | | 18-19# | 22-26# |
| Vehicle weight 2000 to 2500# With Driver | | 19-20# | 23-29# |
| Vehicle weight 2500 to 3000# With Driver | | 19-20# | 26-29# |
| Vehicle weight 3000 to 3500# | | 18-20# | 27-33# |

Front engine cars - run front tire pressure 1 to 3# higher than rears.
Rear engine cars run - rear tire pressure 1 to 3# higher than the fronts.
The above recommendations are close but most cars will require different front and rear pressures to balance the handling

For a vehicle that under steers run 1 to 3# more air in the front tires than the rears.
For a vehicle that oversteers run 1 to 3# more air in the rear tires than the fronts.
Note: We would normally run 13" diameter tires with lower pressures than 15" and cars with 15" diameter would run lower pressures than cars with 16" or larger diameter wheels.

Up dated 06/19 Tire Pressures.