

Vega Enduro 6” Road Racing Tires

Does your kart roll or leap off the corners? The following information will help you with the performance of your enduro kart.

Making the correct compound choice:

When choosing the right compound to fit the driver's style, track surface, track temperature and the kart itself, Vega has four compounds to fit your needs

MCS/Yellow - Medium/Soft.... cool weather tires with high grip for tight tracks having great cornering and braking abilities.

MCM/White – Medium.... Our most popular tire. This is the best all-around compound for most drivers.

XHE/Green – Medium/Hard.... Best compound for tracks with high track surface temperatures or very aggressive asphalt.

MCH/Blue – Hard.... Least resistance for great rolling speed as in the sprint setup classes.

Track surface:

Depending on whether the track surface is old or new pavement, tire wear and grip levels will factor into the proper compound choice. For this discussion, let's say you are more than satisfied with the white, MCM compound and you have the balance front to rear the way you like. Now your next event has a coarse or shell type surface similar to Savannah's Roebling Road circuit. This is a very aggressive and demanding surface. We would recommend one compound harder to the Green/XHE compound.

Temperature & braking:

Track surface and weather conditions would be a consideration for a compound change. The softer to medium tires work well with the generally cooler weather at Daytona. Smooth surfaces with a lot of turns and braking may benefit from softer tires to take advantage of grip in corner exit acceleration. Racers do not usually take kart braking into consideration. Most laydown tracks are short to medium in size with a high percentage of braking needed. A softer compound will allow the kart to gently stop or slow down vs. slip and hop under braking. Some racers may say their kart doesn't bounce under braking but until they have tested different compounds, they may never understand the feel which will deliver a near perfect balance between braking and acceleration, resulting in a higher straightaway speed. The kart should leap off the corner rather than it just rolling through it. Ask yourself if it is rolling or leaping off the corner.

Some drivers who only race at one or two tracks may choose to stay with one compound. Other drivers are always looking for that slight edge or even that big edge through testing and ongoing development. They are always hunting for that performance advantage. When tires are involved, some enduro racers don't spend time tuning their chassis as they don't feel it is necessary.

Driver's feel:

Feel is something that can have totally different meanings even between two drivers with the same basic setup. This is where working closely with Vega, we have cross developed compounds from other divisions to fit your individual needs. Choosing among these compounds allows each driver to tune their chassis to driving style and track conditions.

Mixing compounds:

Now the best part...Nowhere does it say you must use the same compound front and rear to achieve the correct balance for kart rotation during cornering. Driving styles, nose cone designs, frame rake angle, and actual front to rear weight percentages all influence the kart balance in each and every corner throughout the race. If your kart is using the green/XHE compound tire and you feel the need for a bit more front grip, try the white/MCM compound on the front. This also works for braking, If the kart has a slight bounce under braking, generally that means you need more rear grip. You will be amazed how the kart feels under braking with a little more grip in the rear.

Frame rake angle:

If you are changing the wheel size on your chassis from 5" to 6", it will affect the balance of your kart. The frame rake angle (meaning the slope of the frame front to rear), will need to be considered when making wheel size changes. Generally, flat to slightly lower in front is most common. We bring this up, especially if having 5" fronts and changing to 6" fronts. Altering the frame rake this way can at times cause a slight loss of grip due to the frame rake angle being raised in the front. This can be corrected easily by dropping the frame down in the front 1 to 3 washers, (remember you are dropping the frame). This will transfer more weight back on the front, giving feel back to the driver. If your kart has the ability to adjust the rear bearing hangers, this can be considered instead of dropping the front down and risking the nose getting too close to the track surface and possible dragging.

In general, moving from 5" to 6" front tires will allow the kart to free up and roll smoother through the corners.

We hope this explanation of the Enduro Road Racing Vega tires can help in your quest to the winner's circle. Please direct any questions or comments to us at Info@VegaUSA.com.