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SCION FR-S

Don't judge a car by its tires: What happens when you give an FR-S some grip?

& Ampersand

PHOTO BY CARTER JUNG



**CHEVROLET
CAPRICE PPV**

This cop car provides us
with a sneak peak at the
upcoming Chevrolet SS

shed with Michelin Primacy HP 87W GreenX summer touring tires. They have a UTQG (wear, traction, and handling) in the corners like a hedgehog strapped to the roof. Buy a Pirelli in a range upgraded with 17-in. wheels, and you'll get these same sad tires. That's right, these sporty coupes have hybrid tires, tuned for low rolling resistance, not grip.

But what happens when you slip on some sticky stuff? Will it go quicker? Will it ruin the wildfire handling? With these

questions in mind, we ordered a set of badass-winning Dunlop Deca Sport Z1 Star Specs in the factory size (205/45-17) that retail for \$446 each at Tire Rack. For good measure, we arranged another set in a plus-one size of 215/40-18 at \$392. Both are cheaper than the factory Michels that will be \$294, and the Dunlops have a 200-mile wear rating for only a slight decrease in life.

We needed 18-in. wheels, and worked with Eddie Lee at Macklin Industries to

find a set that would fit the FR-S without any modification. He set us up with a set of Advan RG-II wheels, measuring 18 x 7 1/2 with a +48 mm offset. Although expensive, the 18-in. diameter Advans actually weigh less than the stock rims (an RG-II weighs 17.2 lb., the factory wheel weighs 20.4 lb.). Plus, the Advans fit perfectly with no rubbing at clearance issues.

With our new tires, we headed to Spring Mountain Motorsports Ranch and our