Looking for your insight again for tires on my '79 928 Spyder with Jacquemond body kit.

The car currently has the Carrera II Lightweights

FRONT 225/40 ZR18 mounted on 8Jx18 ET 50 wheel
REAR 285/30 R18 mounted on a 10Jx18 ET65 wheel

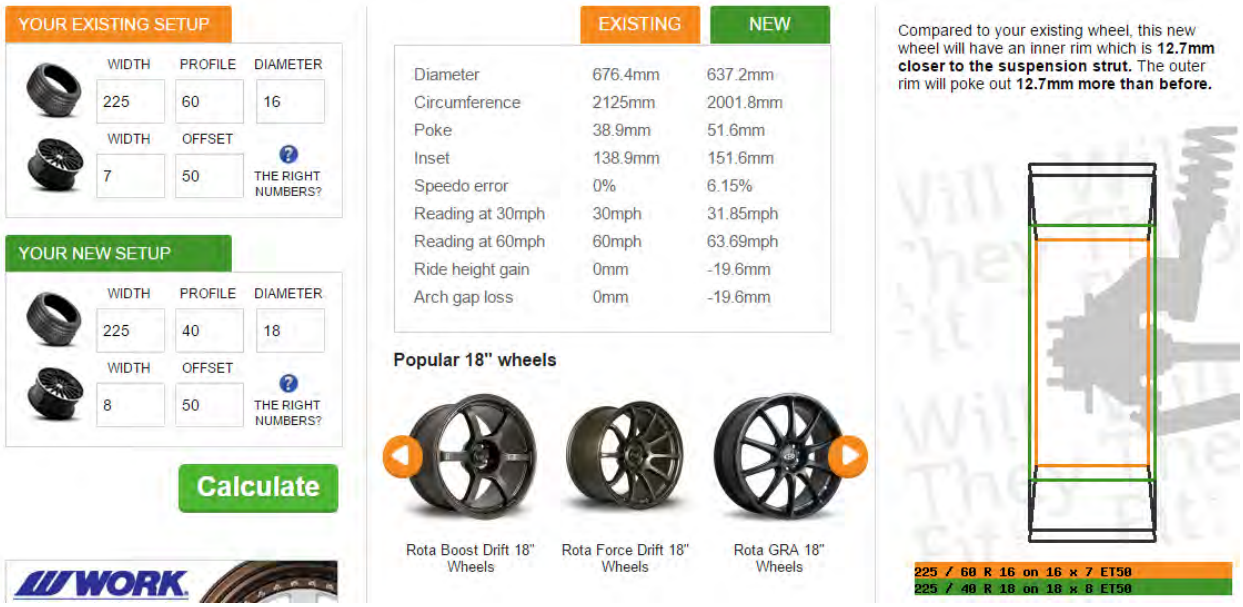
The new wheels I'm going to install on the car are:
Front - 18x8 - offset 57 (recommendation seems to be a 235/40-18)
Rear - 18x10 - offset 65 (recommendation seems to be a 285/35-18)
On the fronts, according to an approved width chart, a 245 is the maximum width tire I should run on an 8" wide wheel and on the rears, a 305 tire is the maximum width tire I should run on a 10" wide wheel.

OK, here comes the part where I need your help....

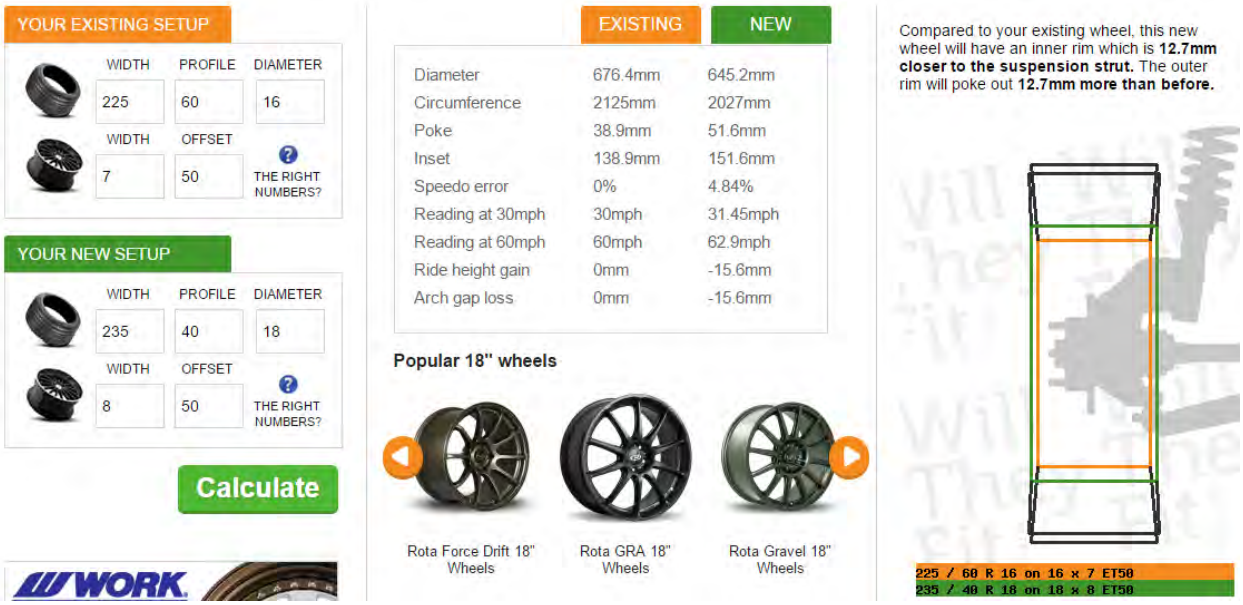
The information I could find on the OEM wheel & tire setup says that the '79 928 came with 7" x 16" et 50 Offset with 225-60/16 on both the fronts and the rears, so my first

question is whether this is accurate information.

If so, using the "willtheyfit" wheel & tire fitment calculator, if I compare the stock setup to what's currently on the car, I get this for the Fronts so it looks like the offsets are a good match and the tire stays centered (offset is the same) and it's just a wider tire, but looks to be quite a bit too small in circumference with 6% speedo error.

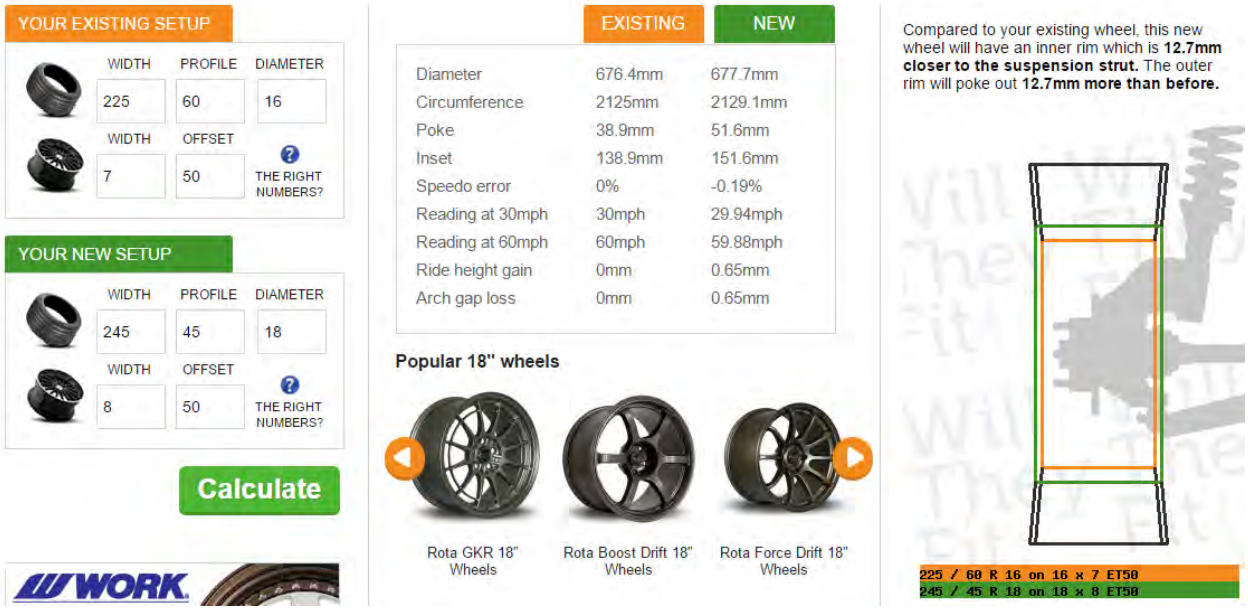


If I go with the recommendation of a 235/40 I get this



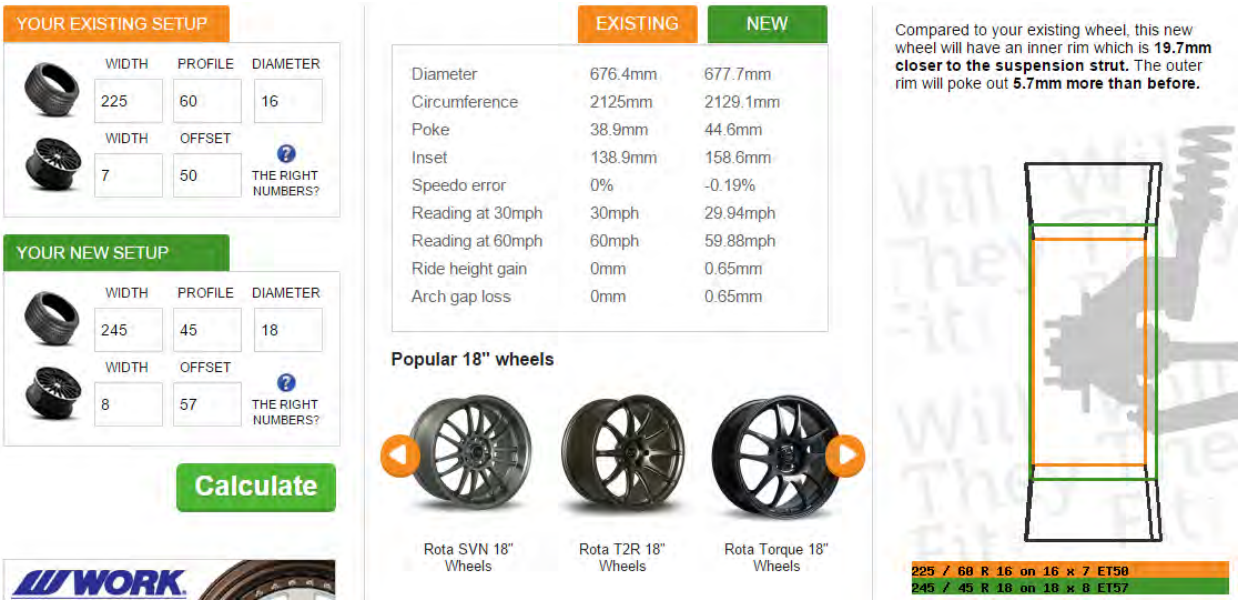
which is better, but still has almost 5% speedo error. If I move up 1 more width and

adjust the aspect ratio to a 245/45, I can get almost the exactly correct rolling circumference to stock which is here.



so these tires would be 10mm wider on each side than my current setup and 5mm taller on each side. Do you think they would fit or will I have rubbing issues on either the inside or outside? When you see rubbing issues, where do they usually occur?

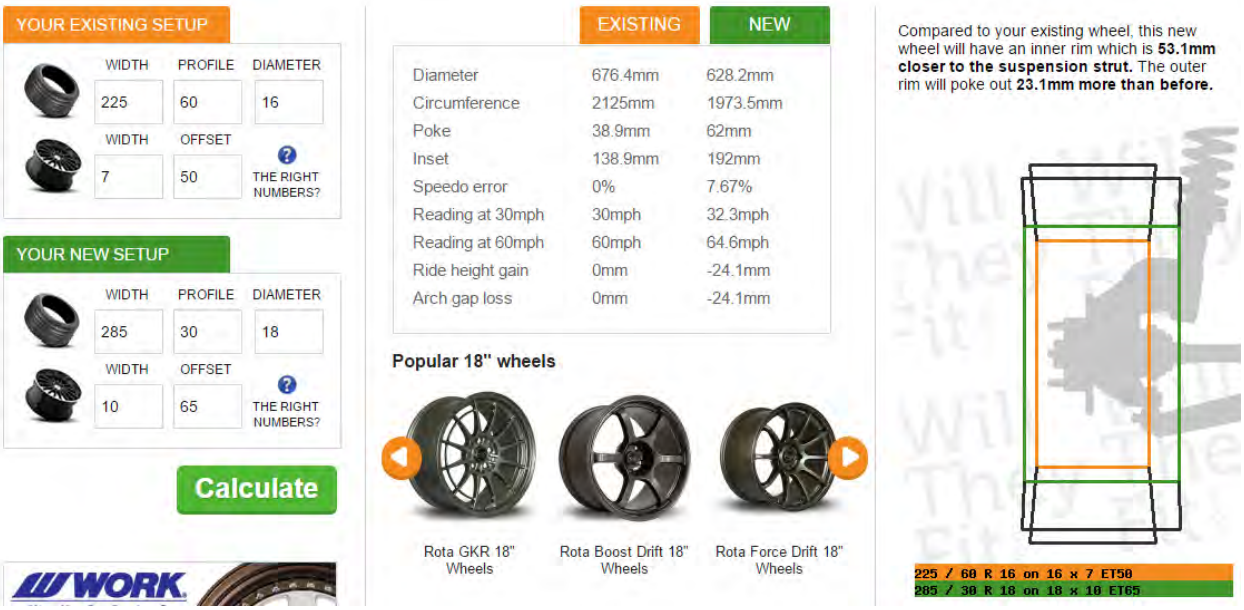
The next question is that since the wheels I plan to use have a 57mm offset, do I just need a 7mm spacer to achieve equivalence to my current setup, or do I need a spacer that's half of that (like 3.5mm) and if it's the half option, should I go with the 3mm or a 4mm? Here's the chart using the 245/45 tire and the 57mm wheel offset.



From the far right graphic, it looks to me like I'd need a 7mm spacer to pull the inner rim out 7mm and push the outer rim out 7mm to get back to the same 12.7mm in and out that my current wheels have, preserving the OEM wheel centerline, unless this centerline is what needs to be changed in order to be able to squeeze in the wider rubber. In order to go with a 235 or 245 width tire do I need a different width spacer, effectively changing the wheel offset / centerline. I think someone has installed 8x18 et 56 with 235/40-18 tires on a lowered 79, but can't find the info on this again. If this worked, was there an extra 5mm of space inside & outside where I might be able to bump up to the 245s?

OK, now onto the rears…

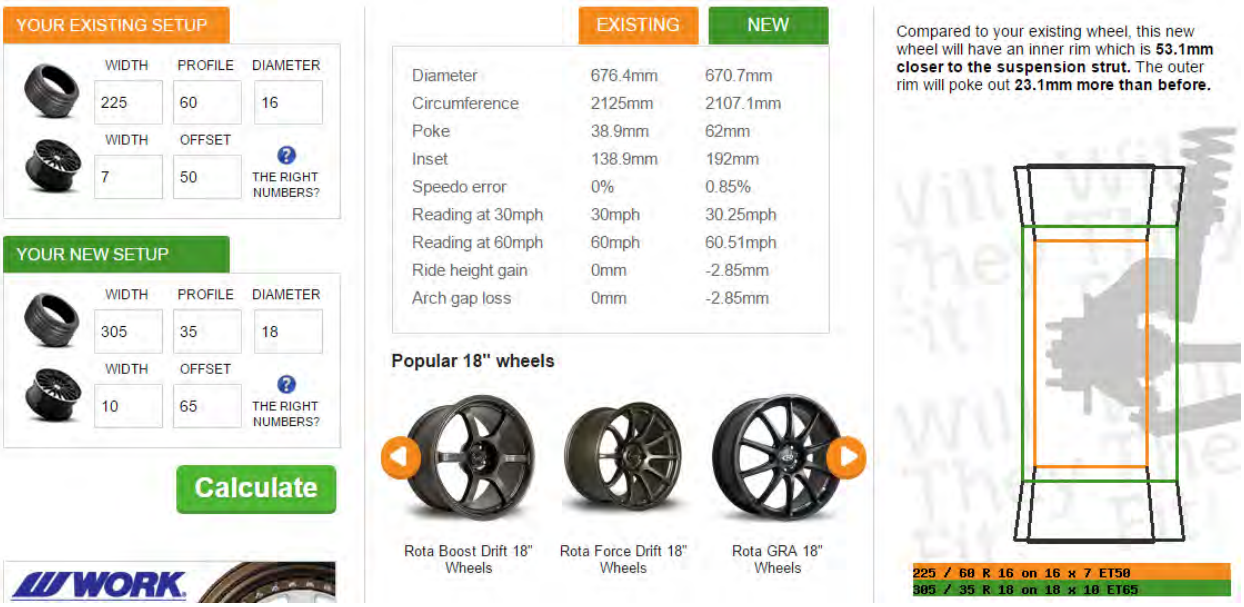
Here's the comparison of the OEM spec wheels (if these were right) to what's currently on the car.



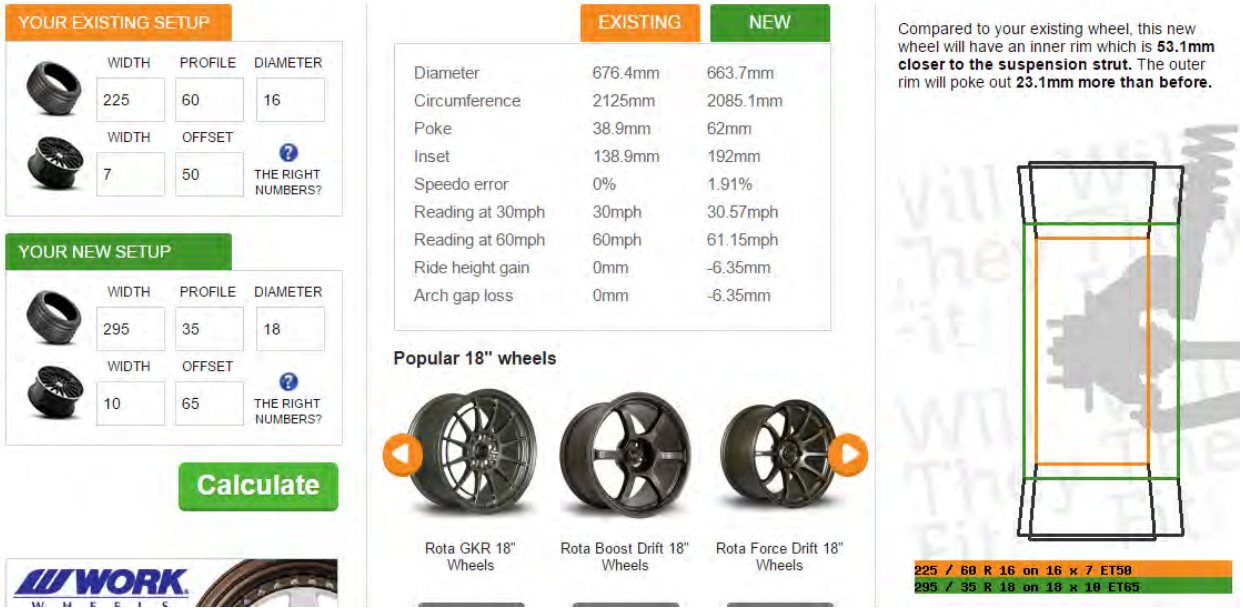
So they are almost 2" shorter in overall diameter and have 7.5% speedo error.

Providing the extra width and height will fit, a 305/35 is the best match for rolling circumference, but I can only find this size in drag radials. Scaling it back a little to a 295/35 there are many more high performance offerings and I can find matched fronts and rears. Here are those 2 charts.

305/35



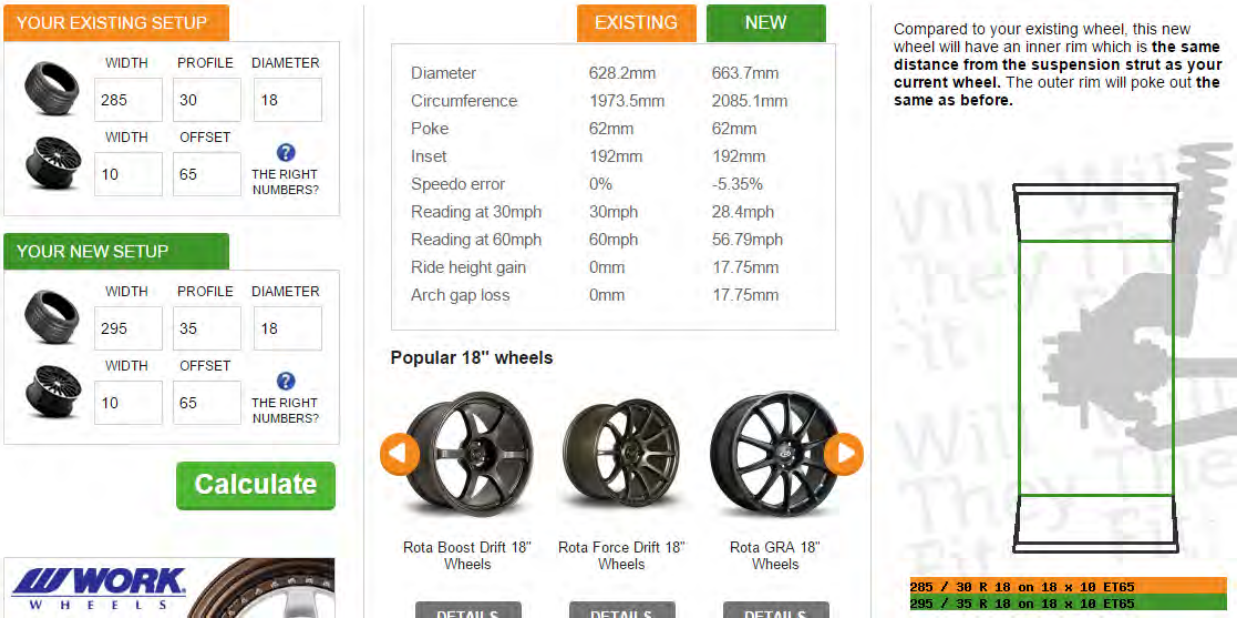
295/35



So only about a 2% error.

I was concerned about the 75 mm of additional wheel width, but since that's what's currently on the car and doesn't seem to be causing any issues, will provide one final

chart, which compares the current rear setup on my car vs the new setup using the 295/35 tire.



so the same placement of the wheel under the car and a tire that's just 5mm wider on each side, so as long as I have more than 5mm clearance with the current wheel/tire, should I be OK here with a 295/35 rear?

Thanks for your insight and expertise.