



# 2018 Super Trucks

This set of **Super Trucks** Rules is intended to allow a variety of typical Trucks to compete on an equal playing field. Track management reserves the right to make changes to the rules on a when and as needed basis. Tucson Speedway will adjust weight or left side percentage to ensure fair and even competition.

## 1. BODY

- a. Chevy Colorado, Ford Ranger, Dodge Dakota, Toyota Tacoma, Chevy S-10.
- b. Rear spoiler maximum height 6", 58" maximum width. **The minimum rear spoiler angle is 35 degrees and the maximum angle is 65 degrees with a maximum height or length from the tonneau cover bottom to top of spoiler. Spoilers may be affixed to the rear bumper cover separate of the tonneau cover. Rear spoilers cannot exceed 42" in height measured from ground to top of spoiler at right, center or left locations.**
- c. No spoiler mounting in front of spoiler.
- d. Wheel size 15 x 8.
- e. **All trucks must demonstrate a quality and professional look at all times. Trucks must be painted/presentable. Trucks in primer are allowed a two (2) grace race maximum.**
- f. **All bodies must be fiberglass and retain stock appearance at all times. No modification of any panels by cutting from or adding to same, except for tire clearance shaving.**
- g. **Any vent type devices added to body must have exact direction with appropriate hose thus disallowing air escape with no venting of air from underneath body.**
- h. **Front and rear Plexiglas (Lexan) windows must be at least 1/8" thick and cannot have any air escape holes. Driver and passenger side windows must maintain a minimum opening of at least 22" as measured both horizontally and vertically at all times.**
- i. **All bodies must be mounted so the lowest part of the body is not lower than the frame with minimum ground clearance of at least 3.5" (with driver and must fit together granting appearance of continuity and style of all the trucks.**
- j. **Air cleaner bolt access hole drilled in cowl or hood cannot exceed 1/5" in diameter.**
- k. **The rear portion of hood panel must cover cowl and cannot exceed 1/5" in height from top of cowl and cowl must be affixed to front windshield. The panel behind the driver between the cross bar and bottom of rear window must be sealed at all times.**
- l. **Front spoiler air dam or valance must be constructed of fiberglass, poly propylene, plastic or rubber, no metal and cannot exceed an overall width of 72" and must maintain a minimum of 4" ground clearance at all times with driver in.**
- m. **The right and left quarter panels measured in front of rear wheels and behind the rear wheels cannot exceed an overall width of 72" and must be at least 70" wide at all times. The front fenders must follow the same measurements.**
- n. **Rear deck lids or tonneau cover must remain flat to top of rear quarter panels with no spacing, shimming or lifting and must have a minimum of 2 hood pins near the spoiler at all times. All tonneau covers must have minimum dimensions of at least 48" wide by 36" in length at all times. Tonneau covers must be hinged and pinned or affixed with Zeus clips.**

## 2. ENGINES

- a. Every engine will be pumped/whistled and sealed at the beginning of the season. Tucson Speedway reserves the right to pump/whistle any engine at any time, regardless if the engine is sealed. Two (2) right side center intake bolts and two (2) right carburetor bolts must be drilled for sealing. If the seal is broken or missing, at any time after a race, it may result in disqualification.
- b. Nothing larger than 355 lift on the cam lobe.
- c. **All motors** must use 6200 rev limiter chip. Chip must be out of reach of driver.

- d. Engine must be centered in chassis with no offsets and no lowering of engine. Engine set back is 3 ¼" from center of lower control arm pivot point to front of engine block where machined for front motor mount plate.
- e. **Crate Engine Seal Details:**

**Crate Engines may be rebuilt and will be considered resealed.** As an option GM 602 Crate may be rebuilt. If you have a crate engine rebuilt you can use aftermarket parts as long as there are equivalent to GM spec sheet in weight and size. Engine builder will produce a build sheet showing parts and part numbers used in the engine. **Contact the race director for a track approved Certified Engine Re-builder before having any work done.**

Engines shipped from engine manufacturers and/or track approved Certified Engine Re-builders come as a sealed unit. Alteration and/or tampering with engine seals deems that engine in-eligible for competition and will be confiscated; subjecting the driver to any or all of the following penalties; fines; or suspensions.

Penalties for these violations are not subject to appeal and decisions are final.

1. Broken seals are subject to inspection. If deemed broken thru no-fault of the driver or owner, the component(s) will be re-inspected and a new seal provided with no penalty.
2. Alteration or modification of any sealed component will cause that component(s) to be ineligible for competition and will subject the driver and or owner to disqualification from the event, confiscation of the component(s); forfeiture of any or all event monies an indefinite suspension; additional fines and penalties as deemed appropriate by Officials.
3. Seals deemed tampered with or altered cause the engine to be ineligible for competition and will be immediately impounded. Impounded engines will be sent to a track approved Certified Engine Re-builder, at the expense of the driver and or car owner for engine re-certification. At the conclusion of testing, the engine has been deemed altered or modified, the offending driver and or owner will be subject to automatic disqualification from the event; loss of one-hundred (100) Driver championship points; forfeiture of any or all event monies and/or contingency awards; confiscation of the engine; an indefinite suspension, additional fines and penalties as deemed appropriate.

**NOTE:** Absolutely no removal of, alteration of, or covering of casting numbers, part numbers, manufacturers name, logo, insignia, etc., from **ANY ITEM** on the race car. To do so makes a part illegal and will be treated as such. If you come up with a **RARE PART** that we cannot find listed for passenger car use, the **BURDEN OF PROOF IS ON YOU!** At anytime you may be asked to remove a head, manifold or possibly an entire engine for inspection. Failure to comply will result in the same penalty as if it were illegal.

### 3. ENGINE OPTION 1: 602 Crate

- a. The GM Circle Track Crate Engine P/N 88958602.
- b. The GM Crate Engine Part # 12486041 (see note 2 & 3)
- c. All Circle Track Crate Engines must be factory sealed at the intake manifold, cylinder head, front timing cover and oil pan.
- d. This engine must use either the GM P/N # 12366573 or the Edelbrock P/N # 2101 or 2116 intake manifold.
- e. This engine is subject to teardown tech at anytime
- f. 10 ½" crank height, at 4" ride height, with driver.

### 4. ENGINE OPTION 2: 9.5.1 CRATE OPEN

- a. 360 cubic inch displacement or less.
- b. Flat tappet camshafts only.
- c. Aluminum water pumps & pulleys are allowed.
- d. After-market power steering pumps are allowed.
- e. Must have cast iron cylinder heads, original valve angle and location.

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- f. Crankshafts cannot weigh less than 49 lbs. Must install a 1" diameter pipe plug to inspect crankshaft, or remove pan.
- g. **Only 5.7 Rods allowed.**
- h. No titanium anywhere.
- i. Aftermarket air filter housing permitted and be used during all competition.
- j. No acid dipping, no pressure porting.
- k. Stamped rocker arms or roller rockers are permitted.
- l. Screw-in rocker arm studs are okay and stud girdles are allowed.
- m. Polly locks are okay.
- n. No dry sump oil systems.
- o. 10 ½" crank height, at 4" ride height, with driver.

#### 5. CARBURETOR AND INTAKE (for both Option 1 and 2)

- a. Holley P/N # 4412 S or C casting # 3250 carburetor. Choke horn may be removed with a square mill cut. Edges may not be radiused, filed, or otherwise debarred. **The Holley is a box stock carburetor.** TS will determine what is allowed.
- b. Spec intake manifold and carburetor option – All items Must be box stock! GM engines – Edelbrock Performer P/N # 2101 or #2116 (Vortec) manifold.
- c. No electric fuel pumps will be allowed.

#### 6. CARBURETOR ADAPTER (for both Option 1 and 2)

- a. Any carburetor adapter max 1" high with gaskets no thicker than 1/8".

#### 7. WEIGHT RULES – WITH DRIVER BEFORE RACE

- a. 602 Crate Engine: 2700 lbs. and 56% maximum left side weight.
- b. Engine Option 2: 2750 lbs. and 56% maximum left side weight.
- c. Your declared weight must be posted on the top right side of the windshield pillar.
- d. All added weight that is not contained in the frame rails or in steel tubing welded to the frame, must be painted white, must have car number clearly visible on each piece, and must be securely attached with a minimum of two (2) ½" grade 5 minimum bolts with lock nuts.
- e. No pellets or tungsten allowed.
- f. In the interest of safety, a \$10.00 per pound fine **may** be assessed to the driver of any car that loses a ballast weight on the track surface. This fine will be paid to and verified by Tech, prior to further competition.

#### 8. DRIVE TRAIN

- a. No aluminum flywheels permitted.
- b. Performance OEM style clutches are permitted. Minimum diameter **5 ½"** inches.
- c. Multiple disc clutches are permitted.
- d. Aluminum assemblies are permitted.
- e. Approved heavy duty explosion proof bell housing or approved 180° degree shield over the top and down both sides must be installed. Conveyor belt material if properly installed is acceptable. A 1" hole in bottom of bell housing, in line with the clutch flywheel assembly, is mandatory.
- f. Falcon or Brin type transmissions are allowed. All gears, including reverse, must operate.
- g. **GM 2-3-4 speed transmissions are allowed.**
- h. A GM, 2 speed direct drive transmission with clutch pedal dump or clutch less valve body can be used. The use of a hand operated, hydraulic valve transmission lock-up system (band apply) is also permitted. This system allows the TRUCKS to be push started.
- i. **The only types of transmissions are listed above. If you have something other than what is listed contact the Race Director for clarification.**
- j. Minimum weight of transmission is 95 pounds, without fluid. Lightening of internal transmission parts or case is not legal or allowed. No coatings, no polishing, no deburring or lightening in any

way. No adding weight to inside of case or to inside of transmission pan. All transmissions subject to technical inspection by Luke's Transmission at any time.

- k. No tail house bearings, billet input shafts are permitted.
- l. Transmissions must be vented to a 1 quart catch can of metal construction only or re-vented to tail shaft housing.
- m. Driveshaft must be steel, painted white and have car number on it. No aluminum drive shafts allowed.

## 9. STARTERS / BATTERY / ELECTRICAL

- a. All truck starters must be in working order at all times and must start under their own power or be pushed started, if not they will be placed to the rear of the field.
- b. Battery must be mounted behind the driver's compartment and outside the driver's compartment in front of rear axle assembly on right or left sides. Only one battery is allowed.
- c. Dry cell batteries are permitted. 14 and 16-volt batteries are not permitted. 12-volt charging systems only, with maximum 14-volts output are allowed.
- d. Alternators are permitted, but must be mounted to the engine and not the chassis. A combination unit in the water pump for example, a Race Mate Alternator or drive-line mounted alternator are not permitted. Power output from charging system shall go directly to one battery only.
- e. Master electronic cut-off switch must be located within drivers reach and accessible from outside of truck by track officials.

## 10. SUSPENSION

- a. 2 <sup>5</sup>/<sub>8</sub>" coil-over springs are allowed. No barrel or progressive springs allowed.
- b. No bump stops or coil bind allowed.
- c. Front springs must be taped to check for coil bind.
- d. Tubular upper a-arms may be tubular style, 8" – 9" length only with bolt in, pressed in, or screw in, maximum 10 degree angle ball joints. All four a-arm slider mounts must be the same height at either 1/25" or 1.5". Up to 1/4" maximum spacer allowed.
- e. Sway Bar 1 1/4" max.
- f. Tubular lower control arms cannot be more than 16" long from center of ball joint, pressed in or screw in, at zerk fitting to center of heim joint.
  - 1. Control Arms – HOWE Part #22835, ALLSTAR Part #ALL56180, LEFTHANDER Part #001-17155 (left) or #229615 or equivalent.
  - 2. Screw-in Ball Joints W/Stud Lengths – LEFTHANDER / HOWE or equivalent
    - a. Part #002-22430 (STD) Part #002-22431 (+.1) Part #002-22432 (+.2)
    - b. Part #002-22433 (+.3) Part #002-22434 (+.4) Part #002-22435 (+.5)
- g. Lower arm mounting holes must be no more than 16 3/4" center to center.
- h. Solid 3 link rear suspension allowed ONLY.
- i. 4" ride height with driver, at any time. This includes body and chassis.
- j. Max tread width, front and rear, is 63", measured from inside of right tire to outside of left tire. (ASA 60" Rule). This may change after all vehicles are measured in 2018.
- k. Wheel base must be 108", with 1/4" tolerance.
- l. Panhard bar or track bar axle housing mount must be no less than 13" from the center line of axle housing to end of mount and the mount must be placed to the rear or behind the quick change rear end, toward the fuel cell only. The Panhard bar must be 22" in length (+ or - .5") and the Panhard bar axle mount must be 13" in length (+ or - .5") overall, measured from center of heim joint to center of axle housing.
- m. Quick Change or 9" Rear-End allowed. No Lightening of any Rear-End/Quick Change internal parts. No changing of Quick Change axle tubes from 56 1/2" or use of any wheel back spacing over the maximum 4" to meet maximum rear tread width of 63" with aluminum drive plates only.
- n. No offset Rear-Ends allowed, rear-ends must be in center of chassis (+ or - .5" only). Cambered rear-ends are not permitted, rear sway bar is not permitted. .... (+ or - .5") Overall

rear-end must be centered off rear clip rails. "Center of Rear-End Housing" to be determined by measuring inside left rotor to inside right rotor, divided by 2.

- o. Spool or Locker Rear-Ends are allowed. Gun drilled, hollowed or lightweight axles are not permitted with a minimum weight of each axle of 10.5 lbs. No lightweight internal gear sets, no coatings, no polishing, no deburring or lightening in any way. No ring gear back-cutting. Axles, drive shaft yolk and spur gears must be made of magnetic steel.

## 11. SHOCKS

- a. Must use non-adjustable shocks. Can be re-buildable.
- b. Non-nitrogen, hydraulic shocks only.

## 12. BRAKES

- a. Stock cast iron GM OEM calipers or GM rebuilt calipers from LEFTHANDER Part #134-4071 right rear, #134-4072 left rear, #134-4020 right front, #134-4021 left front or any OEM style brake caliper in aluminum or steel, single piston, with a maximum piston diameter of 2-5/16" may be used. Wilwood calipers Part #120-5289 for the front and Part #120-6426 for the rear are strongly suggested and highly recommended. 1.25" rotors are allowed and slotted, veined or drilled rotors are allowed. Scallop rotors are not allowed.
- b. All 4 brakes must be in working condition at all times.
- c. Any pedal and master cylinder assembly is permitted.
  - 1. Electric blowers for brake cooling and electric blowers for radiators, distributors and drivers are permitted. No air hoses to the air cleaner or carburetor areas.
  - 2. Brake adjusting devices from inside driver compartments are permitted, brake fluid re-circulators are not permitted.
  - 3. Brake pads of your choice.

## 13. STEERING

- a. Stock style gear box ONLY. You cannot modify the chassis current 3-hole bolt pattern.
- b. No rack & pinion steering allowed.

## 14. ROLL BARS / CHASSIS

- a. Minimum outside diameter of roll bars must be maintained at 1.75" @ .090 only.
- b. Minimum of 4 roll bars on left side of truck are required with left side door bars surrounding driver with minimum 1/8" steel plates.
- c. All driver compartment and all driver door bars must have gussets wherever one bar meets another.
- d. Main frame bars (center section) and front and rear stub bars must be 2" x 3" x .095 minimum.
- e. All roll bars within driver's reach/vicinity must be covered with "high impact" safety padding only. Light foam padding is not permitted.
- f. Any modifications to the chassis of any kind are not permitted. All pick-up points must remain in original/stock manufactured location. Any modifications to pick-up points may result in disqualification and fine as determined by track officials.

## 15. FUEL SYSTEMS / FUEL

- a. 15 Gallon bladder fuel cell.
- b. Fuel cell must be enclosed in steel box with a minimum 1" x 1" tube frame.
- c. Fuel cells must be located as per original manufacturing location in center of rear chassis, front and back and at original height.
- d. Racing fuel must be purchased from TS directly. Competitors may be required to show a purchase receipt from TS for fuel on the race day. If no receipt is provided, winnings will be withheld until the fuel is tested and the costs of fuel testing will be deducted from the winnings.
- e. Racing fuel shall not be blended with any other additives, nitro compounds. No adding any other oxygen containing compounds. It is the competitor's responsibility to ensure that fuels are not mixed in previously used containers. You can mix pump gas and racing fuel.

- f. Pump gas may be bought from a gas station.
- g. Icing or cooling of fuel system will not be permitted in the pit or racing areas.
- h. Icing, Freon type chemicals, or refrigerants may not be used in or near the fuel system.
- i. Pressure systems will not be permitted.
- j. Any concealed pressure type containers, feed lines, or actuating mechanisms will not be allowed. Even if inoperable.
- k. Only 1 metal gasoline filter may be used between the fuel cell and the fuel pump. The location and size of the filter must be acceptable to TS officials.
- l. No nitrous oxide or additives of any kind allowed.
- m. The fuel shall not be blended with alcohols, ethers or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds. You can mix pump gas and racing fuel.
- n. Fuel is subject to testing at any time.

## **16. RADIATORS / ENGINE COOLING SYSTEM**

- a. Aluminum radiators with electric cooling fans and minimum 1 quart overflow tanks are mandatory.
- b. Radiators cannot be moved from stock location. Radiators cannot be lower than 6" (+ or - .5") from bottom of 2" x 3" frame rail. No antifreeze or coolants permitted.
- c. Shroud plates of aluminum or plastic only on both sides and top and bottom of radiator are permitted but cannot exceed 12" in length from rear of radiator, no air to be ducted or directed into engine compartment.
- d. No icing, Freon-type chemical, liquid spraying systems or refrigerants may be used in, near or around the engine compartment or radiator.

## **17. SAFETY**

- a. All safety equipment is the sole responsibility of the driver, not the track, their agents, officials or corporate officers to ensure that his/her safety equipment is correctly installed, maintained, and properly used. Please refer to manufacturer installation and usage guide lines and adhere to them at all times.
- b. A professional racing seat is required. Approved seat must be made of .125 aluminum and manufactured specifically for auto racing. No fiberglass, plastic, or homemade seats.
- c. Seats must be securely bolted to a seat mount assembly that is an integral part of the roll cage. MINIMUM 4 BOLTS ON BOTTOM OF SEAT AND TWO BOLTS TO THE ROLL BAR NEAR SHOULDER AREA. Seats must not be mounted to the floor.
- d. Seats must have a built-in padded headrest behind head.
- e. Padded rib protection and leg extensions are recommended.
- f. Each car must be equipped with an approved seat belt restraint system. The seat belt and shoulder harness should not be less than three (3") inches wide.
- g. ALL BELTS MUST BE 5 YEARS OLD OR LESS WITH NO VISIBLE DAMAGE.
- h. The seat belt restraint system must be installed in accordance with the directions provided by the system supplier and/or manufacturer. A minimum ½" Grade 5 bolt must be used to mount seatbelts.
- i. The driver must use the seat belt restraint system at all times on the race track, in accordance with the instructions and or recommendations of the system supplier and or manufacturer.
- j. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT TRACK OFFICIALS, OR THE PROMOTER, TO INSURE THAT HIS/HER SEAT BELT/ HEAD AND NECK RESTRAINT SYSTEMS AND ALL COMPONENTS ARE CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.
- k. Driver's side window net is required and must be dated within FIVE (5) YEARS. Window net must have dated tag by manufacturer. Net material must be a minimum of ¾" inch wide and have openings of at least 1" inch. Net must be equipped with a quick release device on the top left front corner.

- l. Drivers must wear a full-face helmet, carrying at least a valid SA 2000 or SA 2005 Standard Snell and or a valid SFI 31.1, SFI 31.2 or SFI 31.1/2005 label at all times on the race track.
- m. The driver should wear the helmet in accordance with the directions provided by the helmet supplier and or manufacturer. Any modification to the helmet for any purpose should not detract from its effectiveness.
- n. An approved Head and Neck restraint system is recommended. Neck collar is required.
- o. During race conditions, any crew member who steps into the car servicing area, if any, should wear a helmet.
- p. During race conditions, any crew member involved in fueling the car should wear a full face helmet and a fire resistant head sock.
- q. IT IS THE RESPONSIBILITY OF THE DRIVER/CREW MEMBER NOT THE TRACK OFFICIALS OR THE PROMOTER TO ENSURE THAT HIS/HER HELMET IS APPROVED, CORRECTLY WORN, MAINTAINED, AND PROPERLY USED.
- r. Each driver must wear a fire resistant uniform meeting the SFI 3.2A/5 specification.
- s. Each driver must also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification. It is recommended that underwear, head socks and socks meet the SFI 3.3 specification.
- t. During race conditions, any crew member who steps into the car servicing area should wear a fire resistant uniform meeting the SFI 3.2A/1 specification as a minimum. A uniform meeting the SFI 3.2A/5 specification is recommended.
- u. IT IS THE RESPONSIBILITY OF THE DRIVER AND CREW MEMBER, NOT TRACK OFFICIALS, OR THE PROMOTER TO ENSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.
- v. Car must have a fully charged fire extinguisher, Halon 1211, ABC or equivalent type at least 2 lb. UL rating, with an operating pressure gauge, securely mounted to the right of the driver's seat, and readily accessible for use.
- w. All entrants must have a 10 lb. Halon 1211, ABC or equivalent fully charged fire extinguisher in their pit area.

## **18. IDENTIFICATION AND MARKING**

- a. Management reserves the right to assign or restrict the display of decals, identification and advertising deemed by track officials to be in poor taste or otherwise detrimental to the betterment of the sport.
- b. Side numbers must be at least 18" inches high and neatly lettered on both sides of the car.
- c. Roof numbers must be at least 24" inches high and readable from the passenger side of the car.
- d. Cars must have 6" tall numbers front and rear.
- e. All numbers must be of a contrasting color to the area of the car on which they are displayed.
- f. Driver's full name must be a minimum of 3" inches high on the left and right edge of the roof.
- g. Two (2) digit numbers are recommended, however, three (3) digit numbers are permitted.
- h. Car owners must register choice of car number with the track management prior to the start of the season.
- i. Management reserves the right to require a competitor to use a different number at any time to avoid duplication.
- j. Contingency sponsor and or Class sponsor decals and or patches must be in place to receive awards and prize money.
- k. Top 4" inches of the windshield is reserved by Management for a division sponsor.

## **19. COMMUNICATION**

- a. **Two way radios with a spotter or a RACeiver with one way communication from the tower is required.**
- b. Spotters must also use a RACeiver to monitor communication from tower.
- c. One car radio, one wiring harness and antenna only.
- d. During the event, start to finish, spotters must be in the designated location any time their car is on the race track.

## 20. TRANSPONDERS

- a. Transponders for automatic lap scoring/timing is required and must be mounted on the right side frame rail, 13'6" from the furthest point of the nose and no higher than 12" off the ground.
- b. On-board computers, traction control devices, automated electronics, telemetry devices, other than those issued by track management, or digital readout gauges will not be permitted without written approval.
- c. Microprocessors or electronic memory chips will not be permitted.

## 21. TIRES

- a. All cars will run Tucson Speedway (TS) tires purchased from TS Tire Barn. The track specified tire for the 2018 season is the 8" Towel City. No shaving, grinding, cutting, softening, conditioning, siping, or grooving of tires allowed. Tire limitation rules apply.
- b. TS has a "Tire limitation rule" in an effort to lower the costs associated with racing by limiting the amount of tires any competitor may purchase. The tire limitation rule is only in affect for the tires that are eligible to race on, not practice on. Below are the requirements, rules and guidelines for the Tire Limitation Policy.
- c. On Opening Day, each competitor that has a car in the pits that attempts to qualify and compete in that evening's events may record a maximum of six (6) new tires.
- d. There will be no banking of tires at TS tire barn facilities.
- e. No bleeder valves will be allowed.
- f. Swapping tires between teams will not be allowed.
- g. Tires that are qualified on must be used for all heat and main event races.
- h. On each race day, after the first race event that TS holds, a NASCAR Modified/ Pro Stock event, each competitor who has a car eligible and ready for competition will be allowed to record one (1) tire. During special events, tire allotment may be adjusted at the discretion of the Competition Director.
- i. Cars must attempt to qualify and compete. What constitutes a qualifying attempt shall be left to the discretion of TS officials. If the car does not attempt to qualify and compete, the tire / tires will be considered NEW for the next event and the competitor will not be allowed to purchase new tires.
- j. Each tire will be branded, logged, and recorded by TS Tech Officials.
- k. In the event that a competitor is unable to attend or compete on Opening Day, at their first race to TS they may record four (4) new tires.
- l. In the event that a competitor flattens or damages more than one tire in an accident, only one (1) new tire may be recorded for replacement. The Competition Director may approve additional tires to competitors damaging more than one tire in an event. Competitors must present all damaged tires to Track Officials before the end of the night to be eligible for replacement consideration.