



Section 6 – Pro Late Model Division

IMPORTANT NOTICE – All aspects of the car, driver, crew, and equipment are subject to approval of the Fox River Racing Club. Having passed tech does not constitute rules compliance or legality for any event there after. Any effort to exploit loopholes within this document will not be tolerated. All racecars, driver, crew and equipment are subject to inspection at any time. Part or components found not to be in compliance with the rules will be confiscated and retained by the Fox River Racing Club. **This is short track racing – don't mess it up for everyone else!**

MAJOR INFRACTION - Major infractions may include: violation of cubic inch displacement, compression limit, using non-approved cylinder block, crankshaft, connecting rods, valves, valve lifters, rocker arms, cylinder heads, intake manifold, carburetor (including altering of stock boosters), violation of minimum clutch diameter rule, carbon fiber drive shafts and/or springs, non-approved and/or treated tires; traction control; fuel; failure to tear down car for inspection when requested; failure to surrender to FRRC any part and/or equipment found during an inspection that does not meet FRRC specifications; harassment, verbal abuse, or assault to any FRRC Officer, FRRC Technical Official, or any persons serving under the direction of FRRC. Major infractions result in a loss of points and money for the event.

MINOR INFRACTION - An infraction that is not a Major Infraction. First offense on minor infractions will result in a written documented warning. The next event competitor must bring vehicle immediately to tech area prior to competition to ensure infraction has been resolved prior to competing. The final week of the racing season no warnings will be issued, and any infractions will be subject to loss of points and/or money. ALL Infractions Major or Minor will be documented and displayed in tech area the following week for entire club body to see.

Infractions classifications are subject to oversight and interpretation by the FRRC Technical Official(s).

General Car Requirements

1. Devices that are computerized, electronic, gps, radio controlled, motion sensing, control traction or traction response in any way are prohibited anywhere on Wisconsin International Raceway property.
2. Only ABC and Next Gen ABC bodies approved, must conform to all applicable ABC body rules.
3. All body, wheelbase, and tread width measurements will be taken with chassis sitting upon 4.0". Blocks will be placed at rear axles and front stub tie in point. No shock tie down allowed at time of any measurements.
4. All cars must always have a wheelbase of 103.0" +/- 2.0".
5. Maximum front and rear tread width is always 66.0". Big-8 cars will be maximum 65.0". Add 100lb. if over maximum (Referee will read 2" less than actual measurement for cars with 8" wheels)
6. Panning allowed between frame rails 29" wide, from front bumper to radiator. Also, from front of foot box to back of cockpit between main frame rails only.
7. Any attempt to gain an aerodynamic advantage by the use of panning, structural components, manipulation of the body, or deflection caused by air is prohibited.
8. Must run 6.5", 70 degree or 90 degree unmodified, clear ABC Spoiler. Maximum width measured across back of spoiler. No forward rudders (Mid-am and Big-8 cars use 5.0" spoiler)
9. 4" max engine setback. Engine setback will be measured by finding front axle centerline with Referee, then measuring to centerline of forward most spark plug hole
10. Front center of crankshaft and fuel cell must have at least ten inches (10") of ground clearance at all times.
11. Standard engine steel blocks only. No Carbon Compacted blocks of any type.
12. A maximum 16-inch (O.D.) air filter element and housing must be used. No additives allowed
13. Forward air intakes are prohibited. Only airboxes with a correct fitting ABC fiberglass deflector at the airbox are permitted. Maximum hood or cowl panel opening is 2.5" x 20"
14. Radiator must be mounted in front of engine.

15. Radiator overflow catch cans are required. No overflow anywhere outside the car is allowed
16. An OEM shaped radiator shrouds is allowed and must extend to fan blades
17. Antifreeze or any glycol-based additives are prohibited
18. All inspection and drain plugs must be safety wired. Along with quick change rear cover plate (bottom 3 nuts minimum).
19. Electric power steering is prohibited
20. Big-8 and Mid-Am cars will follow all applicable rules from their respective rule books when not otherwise defined within this rulebook.

Weight

1. Fuel burn off of 1lb per green flag lap of racing (not qualifying)
2. Weight will be measured with driver seated in driving position
3. If weight is more then 10lb or .3% (left side) out of compliance at any time the competitor will be scored last or qualifying time will be invalidated.
4. If less that 10lb or .3% (left side) a single verbal warning will be issued. Upon second infraction being 1-9lb too light a \$10 per pound and 1 point per pound penalty will be imposed. For second infraction of being .01-.3% too heavy on left side a penalty of \$100 and 10 points will be assessed.
5. All added weight must be secured by ½ diameter bolts and painted a bright color. Max 10” between bolts. Weight or weight tray must be solidly attached to mainframe structure. No tungsten allowed.
6. Add 25lb for lightweight bolts and/or 50lb if no leg/shoulder protection integral to seat
7. Top 5 finishers in all races must report directly to the scale. Penalty will be last place points/money for anyone who goes to pit stall before scale.
8. \$1/lb. penalty for any weight that falls off car
9. Cars may not be jacked up between the end of the race and completion of scaling
10. Big 8 cars need not add penalty weights from big 8 rule book

Weight/Engine Combinations

Weights stated below are contingent upon engine meeting all other rules stated later in these rules. Non-conforming engines are not allowed at any weight. If there are any questions or ambiguities about the weights below the competitor must seek clarification before competition – FRRRC Technical Official interpretation and application of the below will be the final ruling. The below may be changed at any time by FRRRC to preserve the integrity of competition.

Engine	Total Weight	Left Side %	RPM limit	Carburetor	
602 GM Crate*	2625	60.0	6200	650cfm 4bbl	*With dyno sheets from approved dyno vendor on file with FRRRC technical official and appropriate seals. **Appropriately sealed, but NO dyno sheets on file. ***Must follow all rules for IMCA B-mod ****Must carry penalty weight (see engine rule)
602 GM Crate**	2650	60.0	6200	650cfm 4bbl	
604 GM Crate*	2675	60.0	6400	650cfm 4bbl	
604 GM Crate**	2725	60.0	6400	650cfm 4bbl	
IMCA B-mod***	2675	60.0	6400	500cfm 2bbl	
Unsealed 604 GM Crate	2850	60.0	6400	650cfm 4bbl	
FRRRC SPEC	2725	60.0	6700	500cfm 2bbl	
Chevy Big 8	2825	58.0	6700	500cfm 2bbl	
Ford Big 8	2825	58.0	6700	500cfm 2bbl	
Wegner 5.3****	2800	60.0	6700	500cfm 2bbl	

Roll Cage

1. All main frames must be aftermarket construction with main frame rails of steel box tubing minimum 10" in circumference and must have minimum .083" wall thickness. Must have safety vehicle pickup points clearly marked, front and rear. No materials substitutions are allowed. No aluminum or non-typical materials anywhere in structure of chassis or bumpers.
2. Must be equipped with a fuel cell protector bar that extends to the bottom of the fuel cell and is adequately braced.
3. Must have round, steel front and rear bumper. Rear bumper of no less than 1.75" diameter tubing secured in two places per ABC rules
4. Roll cage installation and workmanship must be acceptable to FRRRC Officials. The roll cage must be a four-post design. Consisting, in general, of a vertical main hoop, roof or top hoop, and left and right front post. It is recommended that all right angles must be gusseted. The main hoop must connect to the left and right frame rails, behind the driver, and be diagonally. The main hoop must have a horizontal bar at the midpoint. All bars in the main hoop must be round steel tubing no less than 1¼ inches in diameter and have a minimum wall thickness of 0.095 inches. The top hoop must attach to the main hoop, and left and right front posts. The left and right front posts must be connected by a horizontal "dash" bar. All bars in the top hoop, left and right front posts, and dash bar must be round steel tubing no less than 1¼ inches in diameter and have a minimum wall thickness of 0.095 inches. The driver's side must be equipped with four, or more, equally spaced horizontal bars. The door bars must be connected by two, or more, equally spaced vertical braces and must attach to the main frame by two, or more, equally spaced vertical braces and a foot protector bar is mandatory.
5. All driver side door bars and braces must be round steel tubing no less than 1¼ inches in diameter and have a minimum wall thickness of 0.095 inches. All door bars on the driver's side must be plated. Plating must extend from the front pedal plate to rear main hoop and from top door bar to bottom frame rail. Similar plating is recommended behind the driver's seat. The top door bar must be no less than 29 inches from the ground.
6. Right side door bars must be made from round steel tubing with a minimum of, one top bar of 1-3/4" by .090" with a minimum height of 15", maximum of 20 ½" and one diagonal bar of 1-1/2" x .065", or two 1-1/4" bars forming an X. And, the jack posts must be guarded, or inside the body.
7. All roll bars exposed to the driver, and left side door bars, must be padded. Absolutely NO aluminum allowed on structure of chassis. EX: Frame rails, roll cage.

Suspension

1. The front suspension must be independent. McPherson Strut type suspensions and leaf spring front suspensions are prohibited. Steel tubular upper control arms, only, are permitted. Stock power steering or power rack allowed. No sliding ball joints allowed.
2. Independent rear suspensions are prohibited. Solid upper, lower and panhard links only. Spring loaded upper & lower links, 5th spring, Watts linkages, or slider rear suspensions are prohibited.
3. Nonadjustable, steel or aluminum coil over shocks permitted. No external adjustments (compression, rebound) permitted on shock absorbers. Remote reservoir shock absorbers are prohibited. Shocks must have a solid shaft.
4. Computerized, electric, hydraulic, pneumatic, or remote-controlled devices, which can change the handling characteristics of the car, during the race, are prohibited.
5. No Bac-Kar type canister or similar suspension limiting device. No limiting chains or straps allowed.
6. Spring coil binding is prohibited on all cars.
7. Bump stop systems are prohibited.

Brakes

1. One, properly working, conventional disc brake per wheel is required. Rotors must be steel.
2. Each brake caliper may have a maximum of 4 pistons and maximum cost of \$250.
3. Blowers from nose/radiator ducting may blow only at front brake rotors.

Engines

Engines may be impounded at any time for further inspection. Inspection is at the sole discretion of the FRRC Technical official(s) and may include but is not limited to, cubic inch testing, compression testing, camshaft evaluation, dyno testing and disassembly.

602 GM Crate Engine

1. 602 Crate Engine - (P/N #19258602) Must be used as produced from factory; Crate engines may not be altered from factory specs or overhauled. Stock 8" oil pan; No oil coolers, No remote oil filters. Oil filter must screw onto the stock location. Engine may be pulled at any time for Dyno Test.
2. For purposes of submitting a dyno sheet to FRRC Technical Official(s), engine may be dyno tested by Wegner.

604 GM Crate Engine

1. 604 Crate Engine (P/N #88958604 or #19318604). The 604 crates must be used as produced from GM. Single .065" carburetor gasket allowed with no spacer or adapter plate. Crate engines may not be altered from factory specifications in any way. Maximum compression is 9.72:1
2. For purposes of submitting a dyno sheet to FRRC Technical Official(s), engine may be dyno tested by Wegner. Extreme Enterprises dyno testing will not be accepted.
3. Any engine alteration from factory specifications or evidence of tampering with seals will result in disqualification and a 1-year suspension from the date of the violation.

FRRC SPEC

1. Engine block must be a factory production cast iron block with external measurements identical to standard production engine. Block may be aligned honed, bored, and honed, and decked for zero deck.
2. Only an OEM GM crank or a steel Callies Dragon slayer and compstar, howards track smart 3 #353485712t crankshaft is permitted. Minimum journal diameter is 2.100 inches. Maximum stroke is 3.480 inches. Minimum crankshaft weight is 47.0 lbs., after balancing. Only solid steel type harmonic balancers are permitted.
3. Any, coated, flat top piston may be used. Valve reliefs may be cut into pistons. Minimum weight of piston plus pin is 450 grams. Only the following magnetic steel connecting rods are permitted: Manufacturer Rod Length Part # Manley Sportsmaster 6.000 inches 14103-8 Manley Sportsmaster 5.700 inches 14101-8 Crower Sportsman 6.000 inches SP 93206 Crower Sportsman 5.700 inches SP 93205 and comp products #rpm600p, Minimum rod weight is 560 grams.
4. Steel wet sump oil pumps only. Steel oil pan only. Any after market oil pan, without an oil recovery pouch or power kickout on passenger side, may be used. All oil pans must be equipped with a 3/4 inch plug for inspection. The plug must be directly in-line with a rod journal. Engines equipped with a windage tray must provide a hole in the tray, in line with the plug. All inspection and drain plugs must be safety wired.
5. FRRC Spec Engine must run only General Motors Cast Iron Vortec cylinder heads (Casting P/N 10239906 or 12558062). General Motors Vortec cylinder head P/ N 25534351 & 25534371 are prohibited. Titanium valves are prohibited. Cylinder heads must remain stock. All cylinder head markings must remain. Angle milling, chemical treating, acid dipping, acid flowing, abrasive blasting, bowl cutting, addition of material to the ports or combustion chamber, or other alterations to the original, as cast, head is prohibited. Valves, rocker studs, head bolts, and spark plugs may not be relocated. No polishing or grinding of ports or runners is permitted. No

material may be added to the combustion chamber. The cylinder head to block surface may only be machined a maximum of 0.050 inches from OEM. A three-angle valve job may be done as long as no machining marks are more than 1/8" above the head of the valve. The maximum valve sizes, as measured across the face, are as follows: Intake Exhaust 1.940 inches 1.500 inches the maximum allowable spring diameter is 1.26 inches.

6. Hydraulic roller camshaft may be used. Chain and sprocket camshaft drive system only. Any all steel, hydraulic roller lifter is permitted. Camshaft journals must be stock for engine. Rollerized camshaft bearings are prohibited. The maximum camshaft lift is 0.550 inches, measured at the valve or lobe lift. Lobe center is 110 degrees. Overlap is 74 degrees. The maximum camshaft intake and exhaust duration is 246 degrees at 0.050 inches lift. Rev kits are permitted. Only steel push rods are allowed. Roller rocker arms are permitted. Maximum rocker arm ratio is 1.5 to 1. Shaft type rocker arms are prohibited. Stud girdles are permitted.
7. Intake manifold must be "7116" Performer RPM Intake for Vortec heads. Grinding or polishing of the ports is prohibited. Chemical treating, acid dipping, acid flowing, abrasive blasting, addition of material, or other modifications to the original, as cast, intake manifold is prohibited. An adapter plate, with a straight bore and a maximum thickness of 1½-inches, may be used between the intake manifold and carburetor. No chamfering, grinding, or drilling of the adapter plate is permitted. Only 2 gaskets (1 per side), with a maximum thickness of 0.065 inches, may be used on the adapter plate.

CHEVY AND FORD BIG-8

1. Engines must meet all rules as published in current version (for the date of the race) of Big-8 rule book

Wegner 5.3

1. Engine must be unmodified and as produced and assembled by Wegner.
2. Build sheet for engine must on file with FRRS Technical Official(s).
3. Must use Wegner #WA0349 carburetor adapter.
4. One 20 pound weight (available from Wegner) must be mounted to each side of the engine and must be able to be removed at any time for technical inspection.

Carburetor

- **500cfm 2bbl = Holley, 500cfm, Model #0-4412.** Aluminum carb allowed, Ultra style HP not allowed.
- **650cfm 4bbl = Holley, 650cfm, Model #4150HP.**
 1. Carburetor body may not be polished, ground or drilled in any way. Choke may be removed. Choke horn may not be removed. Boosters may not be changed in any way. Venturi area may not be altered (casting ring must remain stock). Butterflies must not be thinned or tapered. Throttle shafts must not be thinned. Metering blocks may not be modified.
 2. Only a single, flat gasket may be used between the intake manifold and carburetor adaptor plate.
 3. Air may not enter the intake manifold anywhere other than the carburetor venturi(s).

Ignition System and Battery

1. One MSD compatible ignition box will be allowed. Box must be mounted out of the reach of the driver. Ignition box must be capable of RPM limiting chip/device when required by engine selection. Magnetos and crankshaft-triggered ignitions are prohibited. 12-volt battery and electrical systems only.
2. A, labeled, centrally located, master on/off switch, to cut off all electrical power to the car, is required. The battery must be located between the frame rails and be securely installed. The battery may not be in the driver compartment. The battery may not be located forward of the radiator, or behind the rear end of the car.

Exhaust System

1. All cars must have a complete exhaust system that must be equipped with a muffler. All exhaust must exit the car behind the driver but not past the fuel cell protector bar of the car. Max of 5.0 inches o.d. after the collector.
2. If equipped, side exhaust systems must be flat plate mounted to the body. Exhaust exit pipes are to be welded in the center of the plate with the ends flush to the plate. A maximum of 2 holes are allowed in the side of the body panel.
3. No custom, exotic, lightweight, stainless, titanium or inconel headers allowed
4. No tri-y headers allowed
5. Maximum header MSRP \$400.

Drive Train

1. Two, three, or four, speed (American made) manual transmission, Bert or Brinn transmissions (with internal clutch are permitted). Bottom load, automatic, and drop cluster transmissions are prohibited.
2. All transmissions must work in reverse.
3. A 5.5" or larger clutch with maximum retail cost of \$1500 is required and must be mounted to the crankshaft. Carbon fiber clutches are prohibited.
4. All cars must be equipped with a scatter-proof bell housing. Cars equipped with an enclosed clutch are not required to have a scatter-proof bell housing. A 3-inch diameter hole is required in the bottom of the bell housing for inspection purposes.
5. Drive shaft must be steel or aluminum. 2 driveshaft loops to surround the driveshaft required. Loops must be 1/8" x 1.5" steel and attached to frame or cross member 6" to 8" behind the front universal joint.

Rear end

1. Quick change or full floating rear ends are mandatory.
2. Rear end ring gear minimum O.D. is 10"
3. 1.0-degree max camber on axle tubes. Axles and axle tubes must be steel.
4. Wrap up style axles are not permitted.
5. 602 or 604 GM Crate motors may use non-quick change rear ends with either 10" or Ford 9" ring gear.

Fuel cell and fuel system

1. Must have a 1/8-inch-thick fuel cell tub, or 18 or 20-gauge fuel cell can protected by 1/8-inch thick steel plates. Fuel cell must be located behind the rear end, between the frame rails. No Fuel Cells Allowed in Front of Rear Axle
2. 1/8-inch-thick fuel cell tub must be steel (11 gauge) and have 1 inch lip at top. The front, bottom and rear must be a single piece of steel. The top may be 18- or 20-gauge steel and must have two 1 by 1/8-inch steel straps in both directions.
3. 18 or 20-gauge fuel cell can must have two 1-inch by 1/8-inch steel straps around all sides of the can in both directions. Additionally, 1/8-inch steel protector plates must be permanently affixed to the outside of the frame to protect both sides and the rear of the fuel cell. Plates must be solid excepting a 2" hole for safety pickup points.
4. The fuel cell must meet FIA – FT3 specifications. Rubber type fuel cell bladders mandatory. Fuel cell must be filled with foam manufactured for use in fuel cells. All fuel cells must be equipped with check balls or flaps. Fuel cells must be bolted in with at least 14-1/4 bolts with flat washers on top and lock washers on bottom.
5. Electric fuel pumps are prohibited, all fuel lines must be between main frame rails and flange for fuel filler (if used) must be inside the quarter panel.
6. Only automotive gasoline is permitted. Gasoline may not be blended with any additive or other fuels.

Safety

Competitor safety is the responsibility of the competitor. The requirement below are minimum standards only and do not establish a level of safety or liability. The competitor must ensure their own safety. If the minimum standards below are not met the competitor will not be allowed on the racetrack.

1. A metal quick release steering wheel coupling is required. Steering column must be collapsible or have impact collar no less than 1 ½ inches in diameter forward of the support column.
2. A racing seat, made of aluminum or carbon fiber with a fully padded cover and headrest.
3. A quick release lap belt and double shoulder belt no less than 3 inches wide or the Schroth racing 2-inch-wide strap wide, and submarine belt. Seat belt and shoulder harness must be date stamped and not more than three years old for SFI Rated belts and not more than 5 years old for FIA rated belts.
4. Seat belt and shoulder harness must be installed according to manufacturer's recommendations. The belts and harness must be attached to the roll bar cage no less than 3/8inch in diameter.
5. A helmet that meets SA2015 Snell Foundation specifications, head and neck restraint system, and fire-retardant suit (free of rips and tears) and gloves.
6. A fully charged and fully functional fire control system with a full indicator gauge. Minimum 5 lb. capacity of Halon 1301 or equivalent.
7. Minimum 12" window net is required. Net must attach to roll cage at bottom of net and have an approved style release at the top/front corner of the window.

Radios

1. Two Way radios are permitted. It is required that all teams submit their frequency to FRRRC officials. A single spotter, with a two-way radio, must be in the area designated for spotters.
2. A receiver or scanner capable of receiving track personal instruction is required by all team spotters. Information relayed from track personal must be relayed to the driver via spotter.
3. Failure to comply with instructions may result in disqualification or black flag from the event.

Transponders

1. Transponders are required on every car and are to be working and turned on whenever the car is on the racing surface.
2. Only 1 transponder allowed per car.
3. Transponder to be located 8 inches forward of the front side of the rear end axle tube to the center of the transponder.

Wheels

1. Only 15" steel racing wheels are permitted and may no more than 8.0" wide. Bare wheels must have a minimum weight of 14.0 lb.
2. Wheel studs must be a minimum diameter of 5/8". Wheels must be attached with 5, 1.0" steel lug nuts. Lug nuts may not be altered.
3. Wheel covers are not permitted.

Tires

Racetech Chassis is the preferred Hoosier Racing Tire Vendor of WIR and will be at WIR weekly selling and mounting new Hoosier Racing Tires. The FRRRC recommends you utilize their services.

1. Hoosier D800 8.0-27.0-15
2. A FRRRC approved tire is unaltered in any way from the manufacturer. The tire must be used on the correct

location, have the correct FRRRC markings, and if not new, be from your used or impound inventory. Tires not meeting these specifications must be pre-certified by FRRRC Tech.

3. The four (4) tires used during a car's qualifying must be used on that same car for all events within that program.
4. Four (4) new tires are permitted the first FRRRC racing program of the current year. All, other FRRRC racing programs will allow a maximum of one (1) new tire and three (3) previously impounded tires. All cars must impound 3 warm tires weekly. If racing events are canceled after racing begins a vote of the drivers present at the canceled program will vote on how many new tires will be allowed at the next program. A car that begins a FRRRC program using more than the allowed number of new tires will forfeit any qualifying points and money earned, will start the first heat, semi- feature (if scheduled) and feature (by way of transfer) in the rear.
5. Prior to post qualifying weigh in, every car must submit it's dated program tire sheet to FRRRC tech. This sheet will identify, via bar code numbers, the six (6) tires available to that car. The six (6) bar code numbers will include the new, impound and spare tires.
6. A spare tire is one that has within the current racing season, been previously used by that car for one entire FRRRC racing program or been impounded after a FRRRC racing program by that car. Exceptions subject to FRRRC tech.
7. Failure to submit dated program tire sheet within the specified timeline will result in that car forfeiting any qualifying points, and money earned. That car will start the first heat, semi-feature (if scheduled) and feature (by way of transfer) in the rear.
8. Every competing car must present three (3) tires to the impound area within 15 minutes of the car's final event of the program. Those tires must be warm. No warming devices allowed. Tires for import must have correct FRRRC markings. Noncompliance will be subject to discipline by FRRRC Officers. A tire sheet for the following week must be turned in with the 3 warm tires.
9. If a FRRRC program is canceled after qualifying and before heat races begin, all four (4) qualifying tires will be impounded. These four (4) tires will be released at the next FRRRC program, changing that program into a no new tire program. for those cars present at the cancelled program.
10. The impounded tires will be released at the beginning of the next FRRRC racing program. The impounded tires are to be used only on that car that impounded them. The four (4) tires used during a car's qualifying must be used on that same car for all events within that program. Spare tire usage being the only exceptions.
11. A car requiring a replacement tire any time after qualifying will be dealt with as such: New tire by another new tire, start in rear of all remaining events in that program. New tire by designated spare, keep earned starting position in remaining events in that program. Replacing an impounded tire with a new tire is NOT AN OPTION. Replacing an impound tire with a designated spare, keep earned starting position in remaining events in that program.
12. FRRRC Officers/Tech have the right to confiscate at any time, tires/wheels that are to be evaluated to confirm their legality.
13. Tire rule violations will be classified as major infractions and punished as such unless specified else wise. Major infractions result in a loss of all points and all money earned during the program.

Tire rule for cars not running the prior week, travelers, or "Emergency Situations"

1. All cars racing will only be allowed 1 new tire per event. 3 used tires will always be on car and must meet the maximum tread depth listed each week which will be taken by a tire rep, tech, or official. This will be a sliding scale updated each night after the feature. The highest 3 in points finishing the feature will have their tires measured by tire rep, tech, or official and averaged out. This will allow a car to race and bring 3 used tires as long as they meet the tread depth measurements listed for that week. The "used" tires will have to be verified by tire marshal, tech, and officer(at least 2) to make sure they meet this rule and also are not "soaked" or tampered with. Findings of this will result in DNF and loss of points