

Sugar River Raceway Honda Class Tire Rule

Must be in good condition with no visible flaws

Mandatory tires are called out in the class descriptions.

MG ORANGE tires must durometer at 65 or harder. Tires must also durometer within 10% of the class average. At track's discretion a check may be performed on the grid before a race. If a competitor's tires are found to be outside the class average by more than 10% they will not be allowed to race.

All Classes

No softeners, conditioners, treating or surface preparations of any kind are allowed. Chemical alterations, vulcanizing, tire softening, defacing and/or altering the face of the tire lettering and/or tire stamping will not be permitted. No compounds, glues, or chemicals of any kind may be used to treat the tires regardless of origin. Components or ingredients used in the original manufacture of the tire may not be used to treat any part of the tire.

Any violation with any tire presented for competition may result in the immediate disqualification from the event. Second violations will result in suspension from the class for the remainder of the season.

Testing may be done with a durometer, sniffer or by spray painting the inside surface of the tire.

Durometer is one of several measures of the hardness of a material. Hardness may be defined as a material's resistance to permanent indentation. The durometer scale was defined by Albert F Shore, who developed a measurement device called a durometer in the 1920's. The term durometer is often used to refer to the measurement, as well as the instrument itself.

Durometer is typically used as a measure of hardness in polymers, elastomers, and rubbers.

Sniffer: Technically, a sniffer measures hydrocarbons given off by tire solvents. When placed on the tire tread, the device detects the presence of hydrocarbons in PPM (parts per million).

Paint Testing: When a tire is treated with softeners or conditioners on the inside of the tire, spray paint will not stick to it. This test is done by dismounting the tire in question and a spray of paint is applied to the inside surface. If the paint does not stick the tire has been treated and is illegal.

Other Measures to Assure Legal Tires:

The track may choose to switch tires with a competitor at any time during an event. The tires given to the competitor to run will be new unused MG ORANGE tires.

They will be mounted on wheels provided by the track or on the competitor's wheels, competitor's choice. The competitor that has been given new track tires to race on will also have

to pit in a designated area and a track official may choose to attend the designated pit with the competitor. Competitor performance before and after will be reviewed. If it is deemed via this review that the competitor was using treated tires to attain improved performance, the track may choose to disqualify the competitor from the event removing season points on the day.

The track may also replace a competitor's tires at its discretion and have the tires analyzed by a lab to ascertain whether foreign constituents are present in the tire. Lab results may also result in disqualification from an event.