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TECHNICAL BULLETIN

Divisions: Late Model Stock Car, Limited Sportsman, Pure Stock

Effective Date: April 13, 2022

To allow all teams a fair and adequate way to compete during the current unprecedented tire shortage, we are implementing these temporary tire scuffing policies. We appreciate your patience during this situation. Our goal is always to make our Events as fair and competitive as possible.

These policies are set in place to ensure no one is getting to practice on new tires as the Speedway is not selling new practice tires due to the ongoing tire shortage.

Scuffing tires already in impound from previous Event

Any team unable to complete 100% of the laps of an Event in which tires are to be impounded must add the remainder of the laps to the impounded tires in the next available practice session that is approved by Speedway.

Teams will run impounded tires that need laps until the full number of laps are added. The scuff session must be done at one time with a maximum of one break halfway through. Absolutely no adjustments or mock qualifying runs can be made while the tires being scuffed are in use.

All scuff laps must be run at a competitive pace as set by Speedway Management and Competition Director at time of scuffing. A “competitive pace” is defined by Speedway Management and Competition Director and comprises data from previous Event(s), track conditions, etc. Any laps that fall below the threshold set by the Speedway will be disallowed. The Speedway’s timing and scoring system (or other approved timing means) is the only official means of keeping record of the scuff session.

Scuffing in new tires for a new team

When a “new” team comes to compete in an Event, the Speedway will make a best effort to provide them with the option of good scuff tires to purchases or four new tires to purchase. New tires must be scuffed in to 100% of the laps of impounded tires that are to be used by fellow competitors in the Event. A “new” team is considered to be a team that did not compete in the previous Event in which tires should have been impounded, or a team that had extenuating circumstances that were approved by Speedway.

The scuff session must be done at one time with a maximum of one break maximum halfway through. Absolutely no adjustments or mock qualifying runs can be made while the tires being scuffed are in use.

All scuff laps must be run at a competitive pace as set by Speedway Management and Competition Director at time of scuffing. A “competitive pace” is defined by Speedway Management and Competition Director and comprises data from previous Event(s), track conditions, etc. Any laps that fall below the threshold set by the Speedway will be disallowed. The Speedway’s timing and scoring system (or other approved timing means) is the only official means of keeping record of the scuff session.