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Comment Received From: Miles Spielberg
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Definition of competition tire is overly restrictive

I am a California resident and participant in motorsports. The proposed definition of a "competition tire" is too restrictive to cover current tire models actively used in competition. In particular, tires designed for, marketed for, used in endurance racing are frequently manufactured with initial tread depth in excess of the proposed 8/32" maximum requirement.

In particular, I direct the commission's attention to the Hankook Ventus RS-4 tire model, a common tire used in endurance racing in classes to at mandate a tire legal for highway use. This tire is marketed by resellers as being for "drivers of sports cars, sports coupes and performance sedans looking for near-motorsports levels of grip for track events." The manufacturer markets it as "ultimate performance for street and circuit driving applications." Tires of this model are manufactured with an initial tread depth of 7 mm or 8.9/32" and would be not be considered a "competition tire" under the proposed rule. This tread depth is a competitive advantage in motorsports for longevity under the harsh conditions found in endurance racing events.

I urge the commission to loosen the requirements for tire models to qualify as a "competition tire" to include this model and similar models actively used in motorsports competition.