

King v. Apex Motorsports

On September 14, 2025, professional NASCAR driver Alexis King was competing in the Thunder Ridge 500 while driving for Apex Motorsports. During a scheduled green-flag pit stop on lap 112, King's pit crew performed a routine tire and suspension adjustment.

Less than two laps after exiting pit road, King reported severe steering instability over the radio. As she entered Turn 3 at approximately 170 mph, the car suddenly pulled right, struck the outside wall, and spun into the infield.

Emergency crews responded immediately. King suffered a fractured collarbone and concussion, ending her season.

A post-crash inspection revealed that the right-front wheel assembly had not been fully secured, and paint marker markings used to confirm lug-nut installation were incomplete (Exhibit 2). Apex Motorsports uses paint markers as a visual confirmation system to ensure all lug nuts are properly tightened before releasing the car.

King has filed a civil negligence lawsuit against Apex Motorsports, alleging that the pit crew failed to properly secure the wheel and prematurely released the car, directly causing the crash and her injuries.

Apex Motorsports denies liability, asserting that the crash was caused by hazardous track conditions, including cones and other obstacles (exhibit 1), which caused the driver to overcorrect.

Plaintiff Witness 1: Alexis King

Professional NASCAR Driver

On direct examination, Alexis King testifies that she relies on her pit crew to ensure her car is safe before releasing her back onto the track. She states that shortly after her pit stop, the car felt unstable and she lost control entering Turn 3, resulting in a crash. On cross-examination, King acknowledges that racing involves extreme speed and risk. She admits she was focused on driving and may not have noticed cones or obstacles near the racing line. She also concedes she cannot personally verify whether the pit crew properly secured the wheel.

Plaintiff Witness 2: Dr. Natalie Chen

Mechanical Engineer

On direct examination, Dr. Chen explains that pit crews use paint markers to confirm that lug nuts are fully tightened. She testifies that incomplete paint markings on the right-front wheel suggest the wheel may not have been properly secured. On cross-examination, Dr. Chen admits she did not witness the pit stop or the crash. She acknowledges that paint markings can smear or fade during racing conditions. She agrees that driver overcorrection can also cause a loss of control.

Defense Witness 1: Marcus Hale

Crew Chief, Apex Motorsports

On direct examination, Marcus Hale testifies that Apex Motorsports followed standard pit procedures and did not release the car until all crew members signaled completion. He states that King did not report any mechanical issues when exiting pit road. Hale further testifies that cones and track equipment were positioned unusually close to the racing line that day, creating hazardous conditions. On cross-examination, Hale admits pit stops occur under intense time pressure. He concedes the paint marker was incomplete but maintains that this does not prove a mechanical failure.

Defense Witness 2: Jordan Pike

Track Safety Analyst

On direct examination, Jordan Pike testifies that he reviewed race footage and track reports from the Thunder Ridge 500. He states that safety cones were placed closer to the racing groove than standard practice due to an earlier incident. Pike explains that encountering these obstacles at high speed would likely cause a driver to overcorrect and lose control. On cross-examination, Pike admits he was not physically present on race day. He acknowledges that pit-crew errors can cause crashes but concludes the evidence here points to hazardous track conditions.

Exhibit 1



Exhibit 2

