



THUNDERCAR 2019 RULES



Also read the 2019 Rules of Competition. Rules effective January 1, 2019. Rules subject to change.

OVERALL

- A. **CARS** – Can be any 1960 or newer American made car with a minimum wheelbase of 108". No station wagons. No 4-wheel drives. No El Caminos. No "pony cars". No pre-1978 Monte Carlos.
- B. **TRACK WIDTH** – The maximum track width is 82" measured from the outside of tire to outside of tire.
- C. **RIDE HEIGHT** – Car must maintain a minimum ride height of 6" all the way around.
- D. **WEIGHT** – All cars must weigh a minimum 3,200 pounds with driver before entering the racing surface. Cars with stock 2 1/4" or smaller exhaust receive a 75-pound weight break.
- E. **DRIVERS** – Must wear a clearly-labeled helmet that meets or exceeds the 2010 SA Snell or SFI 31.2 standards. Must wear a long-sleeved fire-resistant racecar uniform and gloves. Driver must also make use of an approved neck collar or Hans-style safety device.
- F. **CAR NUMBER** – Available numbers are 0 thru 99. No duplicate numbers issued. No letters. A number must be officially registered for before being assigned and used. Numbers must appear on both front doors and on the roof. Door and roof numbers shall be a minimum of 16" tall and 3" in line thickness. Numbers must contrast in color (light vs dark) from car color. The roof number needs to be facing the passenger side of the car. There must be a 6" white car number in the upper corner of the front windshield on the passenger side of the car.
- G. **TECH** – Car must go thru inspection at its first visit to the track. It must go thru tech before each feature and any single-car qualifying session. After each feature, the top 3 finishers and any other cars selected will go to tech.

DRIVE TRAIN

- A. **ENGINE** – Block must be stock for that make and model. No aluminum. It must remain in the factory location.
- B. **CARBURETOR** – Can be a stock factory/street applicable 2-barrel or 4-barrel.
- C. **HEADS** – Must be cast iron.
- D. **INTAKE** – No aftermarket aluminum intakes. No high-rise intakes.
- E. **FUEL PUMP** – Must use factory style fuel pump. No electric fuel pumps.
- F. **IGNITION** – Factory style ignition is required. No MSD's.
- G. **OIL COOLER** – No oil cooler shall be inside the driver's compartment.
- H. **RADIATOR** – Any type of radiator may be used, but must remain close to the factory position. No antifreeze. You can be disqualified from an event if antifreeze is found.
- I. **EXHAUST** – Solid exhaust pipe must be used. No flex pipe. Dual exhaust systems may be used. Street legal mufflers are recommended, but not required. Exhaust pipes must go past the driver.
- J. **TRANSMISSION** – Must be an automatic of stock type for that make and model. No quick change or "trick" transmissions. Must have a working torque converter.
- K. **DRIVESHAFT** – Must be painted white. Must have driveshaft hoops or safety chains.
- L. **REAREND** – Must be of stock type. It may be locked, positive, or open. No 9" rear ends. No quick-changes.
- M. **FUEL CELL** – Must have a racing fuel cell with a maximum of 22-gallons. It must be enclosed in a 20-gauge steel can and inside of a cage. It must have a minimum of a 10" ground clearance. It must be safely mounted inside the trunk area. A 1/8" steel plate or 1/4" aluminum plate is mandatory on the rear side on the fuel cell.

INTERIOR

- A. **BASICS** – Interior must be gutted of all unnecessary items and debris.
- B. **ROLL CAGE** – Must begin with a 4-point cage that goes above the driver's head and to the roof. The roll cage must be completely welded with no gaps. Key stress points must have steel gusset plates for reinforcement.
- C. **TUBING** – All parts of the cage must be constructed of 1 3/4" round steel tubing with a minimum thickness of .095". Cars previously built of 1 1/2" round steel tubing with a minimum thickness of .090" are grandfathered in.

INTERIOR (continued)

- D. **DOOR BARS** – There must be 4 equally spaced horizontally mounted door bars on each side. The left side must be curved outward as far left as possible and covered by a 1/4" steel plate. Right door bars can be curved or straight. All door bars must be connected by at least 3 equally spaced vertical bars. This includes connecting the bottom bar to the frame.
- E. **FOOT AREA** – Can be entirely stock or have bars added with a steel plate covering for added foot protection.
- F. **DASH BAR** – Must be a bar installed across the dash area connecting the left roll cage leg to the right cage leg.
- G. **VERTICLE HOOP** – There must be a vertical hoop that goes above the driver's head that connects to the frame rails. A diagonal bar will go from top to bottom of the rear vertical hoop. A bar connecting the left and right of the vertical hoop at seat height must be welded to the diagonal bar. A bar must connect the legs of the rear hoop at their base or it is recommended than an X connects the left and right frame rails at the points the front legs and rear hoop are connected.
- H. **EXTRA BARS** – Any additional front and rear support bars are welcome and recommended.
- I. **DRIVER SEAT** – Must be racing type seat. The seat must be at least 8 inches from any door bar and mounted in front of the rear hoop of the roll cage and inside the left frame rail or frame rail extension. The frame rail extension must be constructed from the same material as the frame rail and it must extend at least from the front left roll cage post to the left rear hoop upright. If the seat does not extend up behind the driver's head, a steel plate of at least 8"x8" must be welded to the roll cage directly behind the driver's head and covered by at least 2 inches of padding. From the racing seat to the right side of the chassis, nothing should interfere with a driver's ability to exit the right side of the car or to be extricated.
- J. **WINDOW NET** – A properly mounted window net is mandatory and must be used at all times on track.

EXTERIOR

- A. **SUSPENSION** – All suspension must remain in the stock unaltered location and be of stock components. No offset suspension components of any kind may be used.
- B. **SHOCKS** – Must be factory location stock or replacement stock type shocks. No re-buildable or adjustables.
- C. **BRAKES** – Must be of stock type. Car must have operating brakes on all 4 wheels.
- D. **WEIGHT JACKS** – Only rear weight jacks are allowed.
- E. **WHEELS** – Maximum 8" steel wheels are allowed. Racing wheels are encouraged.
- F. **TIRES** – All competitors must use standard, non-racing, D.O.T. 70, 75 or 78 series radial tires. Tires must be of the same size and series with the factory markings being visible. A tire with no markings will be disallowed. No products used for chemically altering tires on the Speedrome property. Violators will be penalized.
- G. **BODY BASICS** – The goal is to keep the basic entire factory steel body for the Thundercars. It must have a factory roof including with the stock pillars connecting it to the body. The hood must be pinned on all four corners for quick removal. A hinged with pins or pinned removable panel must be used for the trunk. Some body panels may be replaced after damage as long as it appears that of a stock street car. Body materials can be steel, fiberglass or aluminum.
- H. **SUGGESTED** – Build the body/exterior of your car as per the Stock division rules, it was a great clean look..
- I. **WINGS/SPOILERS** – No Wings. No spoilers. No aerodynamic devices of any kind.
- J. **FLOOR PAN/FIREWALL** – Complete floor pan, front and rear firewall are required and can be stock or handmade. If handmade, they must be built out of at least 20-gauge steel.
- K. **WINDSHIELD** – The original factory glass can be used or Lexan windshield (covering the driver's area). The factory windshield must have steel straps securely bolted to the car body on the outside, extending from top to bottom on each side. This must be in conjunction with 3 vertically placed solid bars behind either windshield that are no farther apart than 5".
- L. **BUMPERS** – Can be either a factory bumper or a fabricated tubing bumper. If a factory bumper, it can be as wide as it came unaltered from the manufacturer for that make and model. If tubing, it can be no wider than the center of the tires. Hoops can be added to either bumper for protection of the car and for track towing purposes. There shall be no sharp edges on these items.