

2018 CAN-AM SPEEDWAY THUNDER STOCK RULES

The Thunder Stock class at Can-Am is designed to be an entry level division. The rules are structured to be as safe and as close to OEM as possible. Any and all rules may be changed or adjusted at any time to keep the class safe and competitive. If it not covered in the following rules it does not make something legal, please contract officials and ask if you have something in question.

CAR ELIGIBILITY: Any foreign or domestic naturally aspirated 4 cylinder engine type car allowed. No trucks or convertibles. Front or rear wheel drive allowed, no 4 wheel drive vehicles allowed. No turbo charged, supercharged or rotary powered cars allowed. All drivers are encouraged to carry a Chilton Auto Repair Manual with them at all times for the year and make car being used.

BODY: Body must remain OEM stock for year model being used. No fiberglass roofs or spoilers allowed. All glass and plastic must be completely removed. All airbags must be removed. No sunroofs allowed, opening must be covered with a minimum of 20 gauge sheet metal, securely fastened to the roof. No enclosing of drivers compartment. All VIN #'s must remain in stock location and be easily readable. All hood latches must be removed and replaced with a minimum of (4) hood pins to safely secure the hood in place and allow for easy removal.

INTERIOR: Floor pans must remain stock front to back and side to side. All holes must be completely sealed. Rear firewall must completely seal off the drivers compartment from the fuel cell/tank and trunk area.

WINDSHIELD AND REAR WINDOW AREAS: Windshield area must be completely covered with heavy gauge mesh screen and must supported by a minimum of (2) 1"x1/8" pieces of steel located behind the mesh and welded from the roof to the dash, evenly spaced. No mirrors of any kind allowed.

BUMPERS AND RUB RAILS: All cars must have stock front and rear bumpers in place when the nights racing begins and remain in place unless damaged by an accident. A single rub rail will be allowed on each side, between the wheel wells only, maximum 1" in size with no sharp edges. Safety chains must be installed in the front and rear of the car for towing purposes.

CHASSIS: Stock frames only, must be straight and free of rust. No welding, cutting, chopping or lowering of frames allowed. Frames may be reinforced for safety purposes only.

ROLL CAGE: Roll cage mandatory and must be of 6-point design, made of 1.5"x.095" thickness minimum. Drivers head must not protrude above the top of the roll cage with helmet on and belted in the seat. Must have a minimum of (3) horizontal bars welded in the drivers side door area from the front hoop to back hoop, minimum 1.5"x.095"

thickness. Horizontal bars must be connected with a minimum of (4) rows of vertical bars evenly spaced of the same size. Passenger side door area must have a minimum of (2) horizontal bars between the front and rear hoops. The top bar must be in line with the bottom edge of the door window. No kinked or heat bent pipes allowed. All main connections must have suitable gussets in place. A steel plate, 1/8" thick must be welded to the drivers side door bars. All roll cages must have 1/4"x5" square plates under the (4) corners of the main cage. Plates must be securely welded and bolted to the floor. Front and rear hoops must be welded to the plates.

ENGINE: All engines must remain stock as manufactured. All replacement parts must be original or OEM replacement. All parts must match the block being used, all numbers must remain on the block for verification. All sensors must remain in OEM location and be in operating condition at all times. Wiring harness must remain stock, repairs will be allowed as long as original design is maintained. Exhaust must exit behind the driver, mufflers mandatory 2.5" maximum diameter in and out. No performance mufflers allowed. Basic low cost header will be allowed as determined by officials.

COMPUTER: All computers must be original OEM for the year, make and model car being used. Computer must be fully operational at all times and remain with stock settings.

CARBURETOR: Stock OEM fuel and components only, must be for the size engine being used.

COOLING SYSTEM: Radiator must remain stock and in stock location.

BATTERY: Battery must be mounted in the trunk area or under the hood and be mounted in a marine type box with cover, securely mounted to the chassis. A master switch is mandatory and must be clearly labeled ON/OFF. Master switch must be mounted within the driver's reach and must be wired to kill all power when turned off, including electric fuel pump.

POWER TRAIN: Stock OEM transmissions only. Transmission swaps are allowed as long as it is a direct bolt-in replacement for year and model being used. No fabricating of mounts allowed. Driveshafts and C.V. joints must be painted white. Rear wheel drive cars must have a minimum of (2) safety loops around driveshaft.

SHOCKS: All shocks must be OEM for year, make and model being used, no performance struts allowed, no coil-overs allowed.

SUSPENSION: No spring modifications allowed, no cutting, welding or heating of springs allowed. No progressive rate springs allowed. Maximum 5 degrees of camber, Suspension and components must remain stock or OEM replacement.

BRAKES: All four brakes must work at all times, no brake shut-offs, no brake bias adjusters allowed.

STEERING: Steering must be stock OEM and remain in stock location for make and model car being used. Quick release steering wheel recommended. Steering wheel and wheel center must be padded.

SEAT: Aluminum high back racing seats are mandatory with a right side padded head support. Seat must be securely fastened with a minimum of (4) 3/8" bolts in the bottom of the seat and a minimum of (2) 3/8" bolts in the seat back. All bolts must be grade 8 minimum and have fender washers on all bolts. No fiberglass seats.

SEAT BELTS AND PADDING: A minimum 5-point, 3" harness is mandatory, must be free from cuts, tears, frays or holes. Belts must be (5) years old or newer and be SFI approved. All roll cage bars within reach of the driver while buckled in the seat must be padded.

WINDOW NET: An SFI-approved window net is mandatory and must be securely fastened in the drivers window. All nets must have a quick release latch accessible from both the inside and outside of the car.

WEIGHT: Minimum weight is one pound per c.c.

FUEL SYSTEM: 8 gal. fuel cell maximum and must be securely fastened inside the trunk area. Fuel cells must be enclosed in 20 gauge steel or .060 aluminum container with a minimum of (2) 1"x1/8" steel straps mounting it to the chassis. All fuel cells must have a check valve or flap. Stock tanks for the car being used will be allowed, tank must remain in the stock location under the car, extra straps are highly recommended. All fuel lines running through the car must run through steel piping from firewall to firewall and be completely sealed off from the trunk and engine compartments. Fuel lines not running through the car must be steel braided or heavy duty fuel line securely fastened. Pump gas only, no additives allowed.

TIRES: The only tires sizes allowed are 165 to 235, 50/60/70 or 75 series. No 55 series tires allowed. Minimum tread wear rating is 260 or higher and must be visible. No cutting or siping of tires.

WHEELS: OEM steel wheels only, maximum width 8" with minimum 3" offset. No aluminum wheels allowed. Standard weight racing wheels will be permitted and are highly recommended. No spacers of any kind. Same size wheels must be used on each individual side. All lug nuts must be 1", 13"/14" or 15" wheels only.

DRIVER SAFETY: SFI-approved neck collar and full firesuit mandatory and must be in good condition, free of holes, tears and excessive oil/grease. SFI approved racing shoes and gloves mandatory. Full face Snell approved helmets only. Snell SA 2000 or newer helmets only.

BOLT ON WEIGHT: All bolt on weight must be securely fastened to the chassis and must remain inside the body of the car. Maximum weight per individual piece is 25#. All weight must be painted white and have the cars number printed on it.

RADIOS: Raceceiver one way radios are mandatory, frequency is 454.000. No other radios or communication permitted.

SCORING TRANSPONDERS: Scoring transponders are mandatory, AMBx2 or AMB TranX260 transponders only. Transponder mounting location will be determined. All drivers will be allowed a (2) week grace period to get the transponder. The third time a driver registers to compete he/she must have an operational transponder