

THUNDER SERIES RULES 2021

GENERAL RULES

- 1: THESE RULES AND/OR REGULATIONS WILL APPLY TO ALL THUNDER SERIES SANCTIONED EVENTS
- 2: THUNDER SERIES OFFICIALS SHALL HAVE FULL AUTHORITY OVER SANCTIONED EVENTS, AND IN THE EVENT OF ANY DISPUTE, THE HEAD OFFICIAL'S DECISION WILL BE FINAL
- 3: ALL CARS ARE SUBJECT TO BE INSPECTED BY THUNDER SERIES TECHNICAL INSPECTORS AT ANY TIME DURING THE EVENT
- 4: **THE SERIES RESERVES THE RIGHT TO CONFISCATE ANY SUSPICIOUS, OR DEEMED ILLEGAL, COMPONENTS**
- 5: THUNDER SERIES OFFICIALS RESERVE THE RIGHT TO ALTER OR AMEND THESE RULES AND/OR REGULATIONS IN THE INTEREST OF FAIR COMPETITION.

SAFETY

DRIVER SAFETY IS THE DRIVERS RESPONSIBILITY! THIS IS NOT THE AREA OF THE RACE CAR TO TRY TO SAVE MONEY.

1: ALL CARS MUST HAVE 3" SEAT BELTS WITH SHOULDER HARNESS, AND MUST BE ATTACHED TO ROLL CAGE. 2 YEARS MAXIMUM AGE RECOMMENDED. 5 YEARS MAXIMUM

2: COMPLETE FIRESUIT MANDATORY. UP TO DATE NO HOLES

3: GLOVES AND RACING SHOES ARE MANDATORY.

4: FIRE SUPPRESSION RECOMMENDED. IF NO FIRE SUPPRESSION YOU MUST HAVE A WORKING FIRE EXTINGUISHER IN THE CAR WITHIN REACH OF THE DRIVER.

5: HEAD AND NECK RESTRAINT OR CONTAINMENT SEAT MANDATORY

MEMBERSHIP AND ENTRY FEES

1. ALL DRIVERS PARTICIPATING IN THUNDER SERIES SANCTIONED TRACKS AND EVENTS MUST PURCHASE AN ANNUAL MEMBERSHIP AT A COST OF \$75 PER YEAR. THIS MEMBERSHIP MAKES THE DRIVER ELIGIBLE FOR ANY THUNDER SERIES POINTS FUND MONIES AND CONTINGENCY AWARDS

2: ANY DRIVER PARTICIPATING IN A THUNDER SERIES EVENT THAT IS NOT A MEMBER WILL BE REQUIRED TO PAY A \$10 ONE NIGHT TEMPORARY MEMBERSHIP FEE.

EVENT CONDUCT AND PENALTIES:

1. UNDER GREEN FLAG OR CAUTION FLAG CONDITIONS, THE SERIES DIRECTOR RESERVES THE RIGHT TO INVOKE PENALTIES AND/OR SUSPENSIONS OF ANY DRIVER WHO'S ACTIONS ARE DEEMED TO BE OVERLY AGGRESSIVE, OR FALL INTO THE CATEGORY OF ROUGH DRIVING.

2. DRIVERS WILL BE NOTIFIED OF PENALTIES THAT HAVE BEEN LEVIED BY THE SERIES DIRECTOR. ALL DECISIONS SHALL BE FINAL

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3. NOTE: THIS RULE IS NOT INTENDED TO ELIMINATE COMPETITION OR ACCIDENTAL CONTACT. HOWEVER, IT IS INTENDED THAT DELIBERATE CONTACT AND/OR OVER-DRIVING WILL BE PENALIZED
4. ANY COMPETITOR THAT VERBALLY ABUSES A SERIES OFFICIAL BY USING PROFANE AND/OR DISRESPECTFUL LANGUAGE IS SUBJECT TO A FINE OF \$100 FOR THE FIRST OFFENSE. A \$300 FINE AND ONE-RACE SUSPENSION AND LOSS OF POINTS FOR THE SECOND OFFENSE. MORE THAN TWO OFFENSES AND THE COMPETITORS WILL BE SUBJECT TO A ONE MONTH OR MORE SUSPENSION AND LOSS OF POINTS
5. ANY PHYSICAL CONFRONTATION, EITHER ON THE RACE TRACK OR IN THE PITS, WILL RESULT IN THE AGGRESSOR OR AGGRESSORS BEING SUSPENDED FOR ONE RACE; A LOSS OF POINTS; AND COMPETITOR WILL BE FINED \$300 FOR THE FIRST OFFENSE. A SECOND OFFENSE WILL INCUR A SUSPENSION FOR THE REMAINDER OF THE SEASON, AND A MINIMUM \$500 FINE.
6. ANY DRIVER WHO ENTERS ANOTHER DRIVER'S PIT AREA WILL BE DEEMED THE AGGRESSOR. AWAY FROM EITHER DRIVER'S PIT AREA, BOTH DRIVERS WILL BE CONSIDERED AGGRESSORS. DRIVERS SHOULD BE AWARE THAT THEY WILL BE HELD RESPONSIBLE FOR ANY MEMBERS OF THEIR RACE TEAM, AND THE ABOVE PENALTIES WILL APPLY EVEN IF THE DRIVER CONCERNED IS NOT DIRECTLY INVOLVED.
7. ANY INCIDENTS THAT OCCUR DURING THE LAST FIVE EVENTS OF THE SEASON COULD RESULT IN PENALTIES BEING APPLIED AT THE BEGINNING OF THE FOLLOWING SEASON.
8. ANY INCIDENTS THAT ARE JUDGED TO BE DELIBERATE ACTS OF AGGRESSION, WHETHER ON OR OFF THE TRACK, UNDER GREEN OR CAUTION, WILL RESULT IN DISQUALIFICATION AND A MONETARY FINE TO BE DETERMINED BY SERIES OFFICIALS.
9. SERIES OFFICIALS RESERVE THE RIGHT TO INCREASE THE ABOVE PENALTIES, DEPENDING ON THE SEVERITY OF THE INCIDENT

ENGINE RULES:

1. CHEVROLET PERFORMANCE PART NUMBER 88958602/19258602
2. THE SEALED ENGINES MUST REMAIN INTACT AND NOT BE TAMPERED WITH. ANY SEALS THAT HAVE BEEN REMOVED OR TAMPERED WITH WILL MAKE THE ENGINE ILLEGAL AND NOT ELIGIBLE FOR COMPETITION. THE PENALTY FOR ANYONE TAMPERING WITH SEALS, MODIFYING ANY INTERNAL ENGINE PARTS, OR CHANGING THE PARTS FROM STOCK AS DELIVERED SEALED FROM THE FACTORY WILL BE SUBJECT TO EXPULSION FROM RACING WITH ANY THUNDER SERIES SANCTIONED EVENT FOR THE REMAINDER OF SEASON AND FUTURE SEASONS.
3. ANYONE RUNNING A RESEALED ENGINE WILL BE REQUIRED TO CARRY A PENALTY OF 50 POUNDS 25 WILL BE REQUIRED TO BE IN FRONT OF THE RACK AND THE OTHER 25 WILL BE REQUIRED TO BE IN FRONT OF THE MOTOR PLATE. THIS CAN AND WILL BE TAKEN OFF AND WEIGHED.
4. IN THE EVENT OF SOMETHING LIKE A LIFTER BUSTING OR BUSTING AN OIL PAN WE WILL HAVE THUNDER SERIES SEALS THIS YEAR SO WE CAN RESEAL SOMEONES ENGINE. AT ANYTIME IF A HEAD OR TIMING COVER HAS TO COME OFF THE 50 PENALTY WILL HAVE TO BE INFORCED
5. NO CHANGES ARE ALLOWED TO THE ENGINE – INCLUDING BUT NOT LIMITED TO INTAKE MANIFOLD, HEADS, VALVE COVERS, FRONT COVER, OIL PAN, HARMONIC BALANCER, OR ANY OTHER PART/OR PARTS ON/OR IN
6. NO VACUUM PUMPS
7. ALL CRATE ENGINES MUST REMAIN STOCK AS THEY CAME SEALED FROM THE FACTORY. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED, OR CHANGED FROM FACTORY SPECS

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8. THERE WILL BE A \$1000 PROTEST ON A CRATE ENGINE WITH A \$200 ACCEPTANCE FEE IN THIS EVENT IF IT IS A GM SEALED ENGINE THE SERIES WILL PROVIDE OUR THUNDER SERIES SEALS TO RESEAL THIS ENGINE AND THE WEIGHT PENALTY WILL NOT BE ADDED AS LONG AS THE ENGINE IS DECLARED LEGAL. \$800 WILL GO TO THE ONE PROTESTED AND \$200 WILL GO TO THE SERIES

9: THERE WILL BE A \$3800 CLAIM RULE ON A CRATE ENGINE. IF YOU CLAIM ENGINE YOU CAN REQUEST THE ENGINE TO BE TAKEN TO A CERTIFIED BUILDER TO BE INSPECTED WITH THE COST OF INSPECTION TO BE PAID BY THE BUYER. IF FOUND LEGAL BUYER WILL HAVE INSPECTOR TO REASSEMBLE AT BUYERS COST. IF FOUND ILLEGAL THE ONE DEEMED ILLEGAL WILL BE DECLARED ILLEGAL AND PENALTY WILL BE ASSESSED.

SEALS:

1: CHEVROLET PERFORMANCE CAP SEALS

2: CRATE RACING USA SEALS

3: EAGLE

4: FASTERAK

5: IF YOU HAVE ANY OTHER SEALS CONTACT SERIES TO FIND OUT IF LEGAL OR NOT

6: NO BREAK OFF BOLT STYLE SEALS ARE ALLOWED. IF YOU HAVE THESE SEALS YOU ARE SUBJECT TO BE INSPECTED TO PROVE ENGINE LEGAL AT YOUR COST.

CARBURETOR RULES:

- 1: ONE 650 OR SMALLER 4 BARRELL CARBURETOR
- 2: ENGINE MUST BE NATURALLY ASPIRATED
- 3: MAY USE ONE 1 INCH, ONE PIECE, CARBURETOR SPACER (.040 TOLERANCE MAXIMUM) AND TWO STANDARD PAPER GASKETS (MAXIMUM 0.070 INCH THICK); ONE GASKET BETWEEN INTAKE TO SPACER AND ONE GASKET BETWEEN SPACER TO CARBURETOR
- 4: WILL BE CHECKED WITH THE GO NO GO GUAGES.
- 5: NO SUPER BOWLS OR ICT BOOSTERS
- 6: ALL CARBURETORS MUST HAVE CONVENTIONAL STYLE FLOATS ALONG WITH NEEDLES AND SEATS. NO INDIVIDUAL CYLINDER TUNING OR EQUIVALENT ALLOWED.
- 7: ALL CARBURETORS MUST HAVE CONVENTIONAL "HOLLEY STYLE" STRAIGHT OR DOWN LEG BOOSTERS.

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DISTRIBUTOR RULE:

1. MSD IGNITION SYSTEM. NO CRANK TRIGGER, DISTRIBUTORLESS MULTI-COIL, OR MAGNETO IGNITION SYSTEM. 6AL OR 6ALN, or MSD 6CT IGNITION BOX ALLOWED. (NO 6CT PRO) MUST BE A 6300 CHIP OR SET AT 6300.

1A: IF USING ANY MSD BOX THAT DOES NOT TAKE THE CHIP MUST HAVE WORKING TACH IN CAR.

2. NO ELECTRONIC TRACTION CONTROL DEVICE

3. CAN RUN HEI TYPE DISTRIBUTOR BUT MUST HAVE SOFT TOUCH BOX WITH 6300 CHIP.

4. IF YOUR CAR HAS TWO MSD BOXES IT MUST HAVE A 6300 CHIP IN EACH BOX NO MATTER WHAT.

5: \$325 CLAIM RULE ON THE MSD BOX

STARTER RULE:

1. ALL CARS MUST HAVE WORKING STARTER

EXHAUST RULES:

1. COLLECTOR TYPE HEADERS REQUIRED. MUST HAVE FOUR (4) TUBES INTO ONE (1) COLLECTOR OF A CONSISTENT DIAMETER

2. MUFFLERS NOT REQUIRED UNLESS TRACK MANDATED. *IF/WHEN MANDATED: MUFFLERS MUST HAVE SOME TYPE OF INTERNAL NOISE DAMPENING CHARACTERISTICS (BAFFLES, EXTRUDED HOLES, SCREEN, CHAMBERED, ETC.) MUFFLERS MUST MEET LOCAL SPEEDWAY'S NOISE DECIBEL REQUIREMENTS. EXTERNAL MUFFLERS ONLY.*

3. NO TRI-Y HEADERS

4. \$350 CLAIM RULE ON HEADERS. IF MUFFLERS ARE WELDED TO HEADERS THAT IS ONE PIECE AND MUFFLERS GOES WITH THE HEADERS IF THEY ARE BOLTED TOGETHER YOU CAN KEEP THE MUFFLERS.

WATER PUMP

1: CAST OR ALUMINUM PERMITTED. STOCK MOUNTED WATER PUMP AND FANS ONLY. NO ELECTRIC FANS

2: NO ELECTRIC WATER PUMPS.

SUSPENSION:

1: LATE MODEL SUSPENSIONS ONLY. NO SPRING LOADED OR SHOCK TYPE 4 BAR RODS. ONLY STANDARD SOLID BAR 4 BAR RODS. NO TORSION BAR FRONT OR REAR SUSPENSION. SWAY BAR OK

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2: ONE (1) COIL SPRING PER WHEEL. FLAT HELPER SPRING OK. NO STACK SPRINGS ON ANY CORNER INCLUDING 5TH COIL. ONE RUBBER BUMP STOP ALLOWED ON RIGHT FRONT ONLY. **MAY CUT**

3: ONE SPRING RUBBER PER CORNER

SHOCKS:

1: OIL SHOCKS (SPLIT VALVE PERMITTED) OR GAS SHOCKS PERMITTED. NON ADJUSTABLE/ NON CANNISTER ONLY. NO AIR SHOCKS ALLOWED.

1A- NO EXOTIC BIULT SHOCKS- 6 INCH BODY MEANS 6 INCH SHAFT 7 INCH BODY MEANS 7 INCH SHAFT. NO INTERNAL BUMPS

2: THERE IS A \$200 BUY RULE PER SHOCK. ALSO YOU CAN ADD \$150 AND BUY THE COMPLETE ASSEMBLY (LESS SHOCK COVER). MUST BE IN THE TOP 5 TO BUY. IF YOU REFUSE ANY CLAIM YOU WILL BE DISQUALIFIED AND LOOSE ALL POINTS AND SUBJECT TO SUSPENSION AND/OR FINE. THIS PROCESS WILL BE WATCHED BY TECH MAN AND THE PERSON BUY SHOCK.

3: ONE SHOCK PER CORNER EXCEPT LEFT REAR. YOU MAY RUN A DRIVE SHOCK.

TRANSMISSION:

1: BERT, BRINN OR FALCON ALLOWED

2: NO STRAIGHT DRIVES OR IN AND OUT BOXES.

3: IF RUNNING BALL SPLINE TRANSMISSION CARBON FIBER DRIVESHAFT MANDATORY.

DRIVESHAFT:

1: CARBON FIBER ALLOWED AND RECOMMENDED FOR SAFETY.

REAREND:

1: STANDARD QUICK CHANGEREAR END PERMITTED. NO TITANIUM OR EXOTIC MATERIALS AXILS, SPOOLS, GEARS, OR OTHER MATERIALS INSIDE REAR END.NO SMALL TIGER REAR ENDS.

BRAKE RULES:

1. STEEL BRAKE ROTORS ONLY. NO CARBON FIBER BRAKES. NO TITANIUM BRAKES OR OTHER EXOTIC MATERIAL BRAKE SYSTEMS

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TIRES:

1: HOOSIER HTS 1350 SPEC, CRATE USA 21(**NO STEER TIRE**), HTS 1600 SPEC, CRATE USA 55

2: NO CHEMICALS: TIRE PROTEST IS \$125 PER TIRE AND WILL BE SENT TO A LAB FOR RESULTS. LAB RESULTS ARE FINAL. ACCEPTANCE FEE IS \$125 PER TIRE. WE WILL CUT TIRE WITH A GROOVING IRON BLADE AND TAKE TWO SAMPLES FROM EACH TIRE TO SEND OFF. IF TIRE SAMPLE COMES BACK WRONG YOU WILL LOOSE YOUR MONEY AND POINTS FROM THAT RACE AND YOUR ACCEPTANCE FEE MONEY. THERE WILL BE OTHER RACE PENALTIES TO BE DETERMINED BY SERIES.

3: WILL PUNCH TIRES AT ANYTIME ANY TIRE PUNCHING BELOW WHAT WE FIND TO BE A NORMAL PUNCH CAN BE SAMPLED AND SENT TO A LAB FOR FURTHER TESTING. **MAY PUT A NUMBER PUNCH RULE IN BY FIRST OF THE YEAR.**

4: MAY CUT CROSS BARS IN EXITING BLOCKS ONLY. NO SIPING. NO EXCESSIVE CUTTING

WHEELS:

1: STANDARD 15X14 INCH WHEELS.

MIRRORS:

1: NO MIRRORS.

RADIOS:

1: NO RADIOS, CELL PHONES OR ANY OTHER COMMUNICATION DEVICE ALLOWED IN CAR AT ANY TIME. IF FOUND WILL BE DISQUALIFIED FOR THAT EVENT.

2: RACECIEVER REQUIRED AT ALL TIMES WHILE ON THE TRACK

BODY:

1: MUST FOLLOW FASTRAC BODY RULES

WEIGHT:AND WEIGHT BREAKS

1: BASE WEIGHT IS 2400

1A: IF RUNNING 93 PUMP GAS OR VP 110 YOU WILL BE GIVEN A 50 POND WEIGHT BREAK

2: NO BURN OFF AFTER RACE

3: WE WILL WEIGHT BY THE SCALES AT EACH TRACK. (5 POUND TOLERANCE)

4: NO WEIGHT BREAKS FOR CONTAINMENT SEATS OR NECK RESTRAINTS ANYMORE OR FIRE SYSTEM

FUEL:

1: NO E-85 OR METHANOL

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2: SPECIFIC GRAVITY NOT TO EXCEED .744 AT 60 DEGREES ANY FUEL EXCEEDING .745 WILL BE DISQUALIFIED. FUEL PROTEST WILL BE \$50 PAID TO THE SERIES TO BE CHECKED AT THE TRACK OR \$150 TO BE SENT TO OUTSIDE LAB.

3: VP RACING FUEL IS THE SERIES RECOMMENDED FUEL

4: YOU CAN NOT MIX 93 AND 110

Hobby Rules:

Frame & Chassis:

- A. Automotive frames permitted
- B. Automotive snout must include: cross member, spring pockets, horns, and attaching rail as one complete unit as it was assembled at the factory. May trim spring pockets for clearance of racing springs and spring buckets.
- C. Wheelbase of 103" on snout frames or stock for make and model on stock frame

Suspension:

- A. Coil over springs permitted on rear. Outboard on front. No coil-over on front.
- B. Jack bolts, racing springs, and racing shock permitted (4" min. spring.)
- C. Racing leaf springs permitted – steel or fiberglass on rear (one type only)
- D. Bottom A-Frame must be stock – no shortening or lengthening allowed
- E. Top A-Frame may be tubular, but only be adjustable at the mounting plates to frame
- F. Any GM or Ford spindle or racing spindle permitted
- G. Front spring pockets must be in original location
- H. No 5th coils. Air shock permitted
- I. Lift bars permitted. Fiberglass/ pan hard bar/ solid rubber biscuit permitted
- J. Coil over eliminators permitted

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- K. 3-link hook up/ no 4 link hook-ups.
- L. Split valve steel shocks permitted (steel or aluminum)
- M. No gas shocks permitted

Steering:

- A. Rack and pinion permitted
 - B. Power steering permitted
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- A. Number 1 spark plug of Chevrolet must be no more than 2" to the center of top ball joint
 - B. Number 1 spark plug of Ford "302" & "351" must be no more than 4" to the center of top ball joint

Heads:

- A. Cast iron ONLY
- B. Straight plug heads or angle plug heads permitted
- C. Vortec or 300lbs heads permitted
- D. Approved stock replacement heads permitted
- E. Double springs
- F. Roller rockers permitted. No shaft rockers
- G. Screw in studs and guide plates permitted
- H. Stud girdles permitted
- I. No more than three angle valve job
- J. No porting, polishing, or port matching

Intake:

- A. Aluminum intake permitted
- B. Single carburetor type only
- C. No porting, polishing, or port matching
- D. No homemade intakes allowed

Carburetor:

- A. Only Holly four barrel only, no more than 750cfm permitted
- B. H.P. carburetor permitted. No special production
- C. No matching, porting, or polishing
- D. Choke housing may be removed cut must be consistent with top ring of carburetor

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- E. 1" carburetor spacers allowed
- F. Maximum of two .060 gaskets allowed

Headers:

- A. Any type permitted, but must run parallel to ground
- B. Mufflers required

Rear End:

- A. Stock type rear end or equivalent
- B. May be locked
- C. Quick-change rear ends permitted

Transmission:

- A. OEM standard production 3 or 4 speed permitted
- B. Must have 1 forward and 1 backward gear
- C. Bert or Brinn permitted

Body:

- A. Ultimate, SAS, SESS, Fastrak, rules apply

Bumpers:

- A. Must be track approved
- B. No sharp or exploded edges
- C. Bracing permitted

Engine:

- A. 362 cubic inches maximum
- B. Flat top pistons
- C. Any hydraulic or solid lift cam permitted, no roller cams
- D. Lifter valley may be polished
- E. Headers permitted, exhaust must exit parallel to ground
- F. Any stock, steel, or cast crankshaft permitted, stock stroke for motor
- G. Stock appearing rods permitted, no H-beam, or billet rods permitted 6.0" maximum
- H. Any wet sump oil pan permitted, internal pump only
- I. Engine may be balanced, crankshaft must appear stock except for drilling or welding for balancing

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- J. No ground or knife-edge counter weights permitted
- K. Sealed crate 602 allowed

Engine Placement:

- C. Engine and drive line must be in center of car, half the distance of the ball joints

Flywheel and clutch:

- A. Z-28 flywheel permitted
- B. Little Clutch permitted

Ignition:

- A. Factory electronic or HEI. MSD OK

Racing

- B. Coil permitted
- C. Add-on boxes and rev-limiters legal

Wheels:

- A. Bead lock permitted
- B. 14 inch wheel maximum
- C. Steel and aluminum wheel allowed

Tires:

- A. Hoosier 1350 spec or economy/ American Racer spec 48/48 open/ Hoosier FT 200. Grooving allowed no siping. No softening
- B. Optional – 1600 spec/1600 economy/ American racer spec 48/48 open/ Hoosier FT 400 on the right rear

Weight:

- A. 2600 lbs.

Numbers:

- A. Must be 18” high and on each door
- B. Must be visible and legible from scoring tower

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