

Chapman's Can Am Motorsports Park

2014 Thunder Car Division Rules

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Procedure Info:

Any and all cars are subject to minor or thorough inspection upon arriving on Can Am Motorsports Park premises. Everything on car including driver must pass safety, as well as competition rules inspection. In the event that any car and or driver has been competing with a rule infraction in the past, regardless of the infraction or the length of time will have no involvement with the tech decision if found not in compliance to these rules concerning any tech inspection or protest situation. Can Am maintains the authority to disallow any driver/crew/car they consider unsuitable or over qualified to compete in this division. If an issue arises that is not addressed within these rules the Officials will render the deciding factor.

Any and all measurements may have a ½ inch tolerance, this will be decided by tech.

The legality of any material added or removed from car in the interest of safety will be decided by Chief Tech Inspector.

SAFETY NOTE: All rules regarding safety are with the intentions to assist in the defense of injury and in no way offer any assurance of absolute protection. It is the responsibility of driver, crew member(s), car owner(s) and or anyone in the presents of hazardous conditions to maintain their personal safety.

SAFETY EQUIPMENT: Rules apply at all times. One way Radio required at all times when on track, Frequency 454.000. Snell-rated SA2000 or newer full faced helmet designed specifically for auto racing, SFI-approved full fire suit, neck brace, gloves and shoes mandatory.

Recommended: Fire retardant head sock. Roll bar padding mandatory in driver compartment (Fire retardant recommended).

CAR ELIGIBILITY: 1970 to current foreign or domestic car only, 4 cylinder piston/cylinder type engine only. No trucks, convertibles, performance models or sports cars (as determined by tech official). No four wheel drive---shaft or other connecting link (front or rear) must be completely removed to render it 2 wheel drive. All air bag(s) must be removed. OEM or aftermarket exact replacement parts/components permitted. No aftermarket performance parts/components unless otherwise mentioned in these rules. Home track rules may apply with any visiting 4 cylinder type car division. Driver should be prepared to present a copy of current season home track rules to tech.

CAR SAFETY REQUIREMENT: Minimum three inch wide SFI-approved five point safety belt assembly within 3 years from date of manufacture required (Y-type shoulder harness not allowed), must be mounted securely to roll cage. Ignition" kill" switch, fuel main shut off and battery main shut off all required within easy reach of driver and all must be clearly marked "OFF" and "ON". Seat must be high back with an FIA and/or SFI rating and must be securely mounted per the manufacturer's instructions behind steering column. Right side head restraint

net and/or support are required. All head restraint nets should be equipped with quick release mechanisms. All areas surrounding the head must have padding. All cars must have the hood in place and securely fastened when starting their 1st lap of the race. Any material added or removed from car in the interest of safety will be strictly decided by the Officials to be legal or not. All cars must have a roll cage fabricated from a minimum of 1-1/2" outside diameter with .065"-inch thick seamless magnetic steel tubing. Side roll bars and/or door bars must extend into the door panels. Minimum of three 3 bars must be utilized on the left side of the car in the door area. Any bars that are utilized for the top portion of the roll cage, including, but not limited to the front and rear hoops, the top hoop and the uprights, must extend a minimum of 1"-inch above the driver's helmet. All cars must have a minimum 2x2 square tubing that runs along the floor board between the front and rear hoop of roll cage. This must be on both right and left side of car.

CONFISCATE ENGINE: Chapman's Can Am Speedway and Motorsports Park reserves the right to confiscate for the purpose of an in depth inspection any engine at any time track officials deem it necessary.

ALLOWED ENGINES: OEM only. Engine must match manufacture. Engine size (CCs) must match model. NOTE-any engine will be subject to thorough inspections, including disassembly if deemed necessary by tech officials.

ENGINE: maximum 4 cylinder piston type. Must maintain original bore and stroke combination (except over bore allowance) for block used.

BLOCK: Maximum 0.60 over bore. No other machine work allowed.

PISTON: OEM or aftermarket exact replacement. No machine work except balancing.

CONNECTING ROD: OEM or aftermarket exact replacement, traditional length for block manufacture. No machine work except balancing.

CRANKSHAFT: OEM or aftermarket exact replacement. No machine work except balancing and oil system enhancement.

VALVE TRAIN: Must be same system as OEM originally equipped unless otherwise listed in these rules. Camshaft may be degreed in, aftermarket timing gears allowed. Exact replacement OEM or aftermarket rocker arms, lifters. Any valve springs. Any camshaft lift and duration.

CYLINDER HEAD: OEM type offered on assembly line of vehicle manufacture used. Head and block manufacture must match. No machining allowed except milling head gasket surface 0.10 maximum (must maintain the 10.0-1 compression rule hot or cold engine). Seating valves in, machining for higher lift cam springs allowed.

COMPRESSION RATIO: 10.0-1 maximum, hot or cold.

INTAKE MANIFOLD: OEM type offered on assembly line of vehicle manufacture used. No modifications allowed.

IGNITION: OEM type offered on assembly line of vehicle manufacture used. OEM or aftermarket exact replacement direct fit parts allowed. No performance parts/components.
COMPUTER (if equipped): May be reprogrammed.

FUEL INJECTION: OEM type offered on assembly line of vehicle manufacture used. OEM or aftermarket exact replacement direct fit parts allowed. No performance parts/components.

CARBURETOR: One OEM 2 barrel maximum or Holley 4412. All carburetors-maximum throttle plate bore 1.688 (marketed as 1-11/16"), no tolerance. Any other modifications allowed. Two throttle return springs mandatory.

CARBURETOR/THOTTLE BODY SPACER PLATE: Not a tech item. Must pass all safety inspections.

FUEL/SYSTEM: Gasoline only, 94 octane maximum. No additives allowed. No pressurized tank fuel systems or homemade tanks. OEM tank in original location or relocated to trunk area or 16 gallon maximum capacity fuel cell that meet or exceed FT3 specifications. OEM tank (if relocated to trunk area) or fuel cell must securely mounted in trunk area between frame rails, a minimum of 4"-inches ahead of the rear bumper with a minimum two .125" thick steel straps, must be enclosed completely in a container that is a minimum thickness of 20-guage magnetic steel and/or .060"-inch aluminum. The entire container must be visible for ease of inspection. Vent must have a check valve. Electric fuel pump must be OEM wired.

LUBRICATION: OEM type offered on assembly line of vehicle manufacture used. Oil pan should have an optional, easily accessible, 1" inspection hole, minimum 1" above oil line. Or be prepared to expose rotating assembly system in more difficult method. If not easily viewable, still may be required to additionally expose rotating assembly system.

EXHAUST SYSTEM: Basic low cost (original retail list price) headers are allowed to somewhat assist in simplicity, cost, and availability of exhaust system components. No exotic style headers, as determined by tech officials. Exhaust beyond headers or manifold is not a tech item. Exhaust must pass any safety inspection, exhaust must remain under car, securely fastened and extend minimum of 12" behind driver-mufflers are optional. Any car considered to be producing unacceptable sound as determined by track officials will be dealt with.

COOLING SYSTEM: OEM or aftermarket replacement radiator in OEM location only. Water pump not a tech item but must maintain OEM location.

AIR CLEANER: Not a tech item-must pass any safety inspection.

STARTER: All cars must be equipped with an operational electrical starter.

ENGINE LOCATION: Maintain OEM location.

TRACTION CONTROL DEVICES-of any kind not allowed. As determined by tech.

TRANSMISSION: OEM type offered on make/model/year vehicle assembly. Forward and reverse gear(s) must be operational at all times and must be able to shift to forward or reverse with engine running.

CLUTCH/CONVERTER SYSTEM: Flywheel, clutch and pressure plate/flex plate and working torque converter must all be unaltered OEM or direct aftermarket replacement. Bellhousing should have an optional, easily accessible, 1" inspection hole, in top 1/3 area. Or be prepared to expose clutch/converter system in more difficult method. If not easily viewable, still may be required to additionally expose system.

REAR END/TRANSAXLE: OEM type offered on vehicle assembly only. Differential gears may be Posi traction/limited slip type system, welded or spool. Gear ratio for all components must remain within OEM specs for make/year/model except transmission.

BATTERY: One only 16 volt maximum measured anywhere in system. Relocating allowed, must pass any safety inspection.

BRAKES: All four tires must lock up upon inspection. Converting to disc system all four wheels allowed.

WHEELS: Any 8 inch maximum width 13"-15" wheel. Mix/match wheel sizes allowed. Wheels may be reinforced. Spacers, offset wheels, plugs or securely fastened covers allowed. 1/2" studs and 1" lug nuts recommended and are mandatory when using wheel spacers. Stud must be at least flush with nut with all applications.

TIRES: Any 9" maximum width must safely fit the mandatory wheel size as determined by Tech. Grooving, grinding and siping allowed.

MINIMUM WEIGHT: 1 lb per cc 1800 lb min, weight min must be labeled on both sides of hood. Any car that can not sufficiently prove the engines CCs to the tech inspector will be assessed a minimum weight by the tech inspector. This decision will be final. Minimum weights are subject to adjustment to help maintain equal competition.

CHASSIS/FRAME:

Frame may be reinforced in the interest of safety-must be inspected and approved by tech. Steering column must remain in stock location as manufactured for chassis. Quick release steering wheel allowed.

All battery mounts must be secure.

Lift chain, cable or strap front and rear mandatory.

SUSPENSION:

Steering column may be replaced for safety. Performance OEM or aftermarket magnetic coil and leaf springs allowed. Aftermarket spring adjusters will be allowed for coil springs. Caster/camber front and rear may be altered. All mounting holes relating to caster/camber may be elongated but

mounting holes must maintain original location. No drilling new holes. OEM or aftermarket shocks or struts allowed. No canister shocks. All driveshaft components magnetic steel only, painted white with a minimum 1/8" thick x 2" wide steel sling located maximum 6" to the rear of front U joint.

BODY:

Body to chassis must match. Aftermarket fiberglass, aluminum, plastic, body and components allowed. No opening at rear of hood area that may allow engine parts, fire or anything else to reach driver. Securely fastened spoiler no wider than body allowed Maximum height 5"-measure from deck straight up (not at an angle) to top of spoiler, at backside of spoiler. Securely fastened, not impairing driver's vision hood scoop allowed. Maximum size 20"w x 20"w x 3"h. Visor/sun block allowed, must not obstruct driver's vision in any direction. Nerf bars/rub rails allowed, no sharp edges. Interior or drivers compartment may be enclosed. Full metal firewall front and rear and floorboard mandatory. Floorboard does not have to follow original contour. No Mirrors. Reinforcement and/or replacement of front and rear bumpers allowed, but must meet safety inspection by Tech Official.

Tech INSPECTION Policies and Procedures: An inspection can be demanded anytime once entered pit gate and or after any race event, any position including did not finish. DRIVER only can refuse a tech inspection and will forfeit the affected event money and points as well as all points accumulated at the affected track (lose of accumulated points applies only to refusing a tech inspection-does not apply to refusing a protest). Not being the driver's regular car has no relationship to the outcome regarding any tech inspection, driver or tech official's decision. Any tech inspection or protest inspection performed on any specific car/driver and deemed legal or illegal will not affirm the car/driver 100% conforming with or against the rules as others may interpret it. Opinions are twisted to how each individual is affected by the decision. Therefore, if a specific car/driver is deemed legal or illegal, then opinionated to be conforming or nonconforming to the rules by person(s) other than Chapman's Can Am Tech will offer no proof of an incorrect decision. As the part(s)/component(s) are no longer in the possession or observation of Chapman's Can Am Motorsports Park. Therefore, any and all inspections offer no guarantee that anyone else may agree with the inspection decision. Disagreeing with any judgment will have no effect on the decision. Chapman's Can Am Motorsports Park decision will be final.

Track tech inspections are for the purpose of satisfying Can Am Officials only, and are in no way performed to prove anything to anyone else, including fellow competitors. If a competing team is suspicious, this is what a protest procedure is for.

Tech AREA Policies and Procedures: Questions/input will be addressed as possible by the officials. Verbal or physical action directed toward officials or other racers will not be tolerated. The driver is and will be held accountable for any and all actions of his crew/owner. Driver along with anyone else that has been allowed in tech area must remain with their designated car unless otherwise instructed by official(s).

TECH INSPECTION situation - Only driver/car will be allowed in tech area, driver must remain in car until otherwise instructed by official(s)-a designated number of crew members per car will be allowed by tech officials IF and WHEN need

PROTEST: In a protest situation if an issue should occur with obtaining utilizable results, whether resulting from tool failure or any other means, the protest will be terminated. Additionally, tech, General Manager and track owner as a team may submit further action. Officials have the authority to disallow any protest he feels inappropriate or has not properly followed protest procedures and his decision(s) will be final concerning any issues. Driver only can refuse to be protested and will forfeit the money and points for the affected event only. There are two types of protest, visual or major. Not being the driver's regular car has no relationship to the outcome regarding any protest. Protest must be **LEGIBLY** hand written **IN DETAIL**, with related **OPTION(s)** listed if engine protest, with **EXACT** amount **CASH** only US funds, submitted by driver or one crew member to Tech Inspector within 10 minutes of end of feature. **FOUND LEGAL:** Car being protested receives protest money. **FOUND ILLEGAL:** Protester is refunded protest money.

Protest Amount (all cars): \$400.00 Any part/component of car, bumper to bumper-including engine.

\$500.00 will be **ADDED** to protest amount for any protest requiring removal of engine or rear end housing, as determined by tech. If not sure the additional \$500 is needed, have it ready to immediately provide to tech official if required.

Only one specific part/component allowed per protest entry.

No protest requiring removal of transaxle will be allowed.