

THUNDER STOCK DIVISION

The following is simply a brief outline of this division. For in depth info see the division rules found within the TECH INFO tab on the HOME page.

Open to race teams that conform to Can Am requirements. Driver minimum 14 years old.

Chassis and body is 1970 to current foreign or domestic. Cars only. Front or rear wheel drive.

Engine type is 4-cylinder engine only. Piston/cylinder type only. Dual or single overhead camshaft. 2600 maximum CC displacement.

This division is offered for teams that want to weld a cage in and go racing. Therefore, meaning as from the factory! This means, for the most part, completely stock form, bumper to bumper/top to bottom, for the VIN# being inspected! After reading the rules it should be obvious to anyone NOT to show up at the track with changes/alterations other than any listed exceptions, and expect to run this stock/as built division!

The entire, unaltered VIN # should be in place, originally OEM attached and or originally OEM engraved in original OEM location, and be clearly visible and legible! Any variance from any of this could be grounds for tech officials to render a final judgement regarding any dispute! Or even failing inspection!

All drivers must have on hand a current Haynes, Chilton, or equivalent, Auto Repair Manual. The manual must cover in depth, the car being inspected. This manual must fully address the issue brought about or Can Am Motorsports Park tech will enter the interpretation and this will be final. This manual must be provided to Can Am Motorsports Park tech immediately upon demand or this could be grounds for failing inspection. Any verification submitted at a later time may only involve future events but in no way change any previous ruling.

**For inquiries regarding this division contact
Lloyd Larmon Chief Tech Inspector
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Chapman's Can Am Motorsports Park

2016 Thunder Stock Division Rules

10/23/15 (this version replaces all previous dated versions)
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OUTLINE

AS FROM THE FACTORY, this division is as from the factory! This means, for the most part, completely stock form, bumper to bumper/top to bottom, for the VIN# being inspected! All replacement parts/components must be genuine OEM or within the list of allowed aftermarket and or remanufactured parts/components. Any parts/components, whether from the list or OEM must be for the VIN # being inspected. This list is located in the Aftermarket and Remanufactured Parts/Components section of these rules.

It should be obvious to anyone NOT to show up at the track with changes/alterations other than any listed exceptions, and expect to run this stock/as built division!

VIN #, the entire, unaltered VIN # should be in place, originally OEM attached and or originally OEM engraved in original OEM location, and be clearly visible and legible! Any variance from any of this could be grounds for tech officials to render a final judgement regarding any dispute! Or even failing inspection!

HAYNES, CHILTON or EQUIVALENT MANUAL, all drivers must have on hand a current Haynes, Chilton, or equivalent, Auto Repair Manual. The manual must cover in depth, the car being inspected. This manual must fully address the issue brought about or Can Am Motorsports Park tech will enter the interpretation and this will be final. This manual must be provided to Can Am Motorsports Park tech immediately upon demand or this could be grounds for failing inspection. Any verification submitted at a later time may only involve future events but in no way change any previous ruling.

CAM AM PROCEDURE INFO

RULE AMENDMENTS, Can Am maintains the authority to amend any section of these rules at any time.

INTERPRETATION OF RULES, all interpretations by the track officials are final. As a driver, crew member or owner you are responsible to know the track's position on all rules. Not knowing is no excuse! Can Am Speedway tech will be strictly enforcing these rules.

NO PENALIZING, if a car conforms to the rules that all are going by, passes any inspection by tech, I do not believe that any driver should be penalized for winning races. Therefore, there will be NO penalizing, such as, but not limited to, adding weight, to any rule legal car and or driver that gets around the track better than fellow competitors. But a bounty may be imposed on the driver.

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. No replacement engine will be offered. No assurance the engine would be returned in time for any future race(s).

STOPPED ON TRACK, at any time a car stops on the track or anywhere that may establish a dangerous condition (as determined by track officials) during any race event, whether involve in an accident, incident, breakdown, or any other reason. The driver must remain in the vehicle, with all safety equipment remaining in use until safety crew or track cleanup crew arrives on the scene. This of course unless there is a life threatening issue such as fire. Failure to adhere to this procedure rule may result in disqualification from the affected event along with denied racing privileges for the remainder of the effected event(s). Additional penalties may also be implied.

INSPECTION, any and all cars are subject to minor or thorough inspection upon arriving on Can Am Motorsports Park premises. Be prepared! 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.

SAFETY INSPECTIONS, are performed regularly regarding, but not limited to, all driver/car safety components must be up to date with no faults, all steering components must be firm with NO play any direction, no holes larger than 1' in firewalls or floor. Anything on car, bumper to bumper, deemed unsafe by tech officials will be final!

JACKSTAND POLICY, any car with one or more wheels jacked off the ground must have a jackstand substantially in place whenever being worked on.

DISALLOW ANY DRIVER/CREW/CAR, Can Am maintains the authority to disallow any driver/crew/car they consider unsuitable or under/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.

MEASUREMENTS, any and all measurements may have a ½ inch tolerance, this will be decided by tech at time of being measured.

ADDED OR REMOVED MATERIAL, the legality of any material added or removed from car in the interest of safety will be decided by Chief Tech Inspector.

MAINTAIN A SAFE, ORGANIZED ATMOSPHERE, driver/crew, must maintain a safe, organized atmosphere at all times to preserve their safety as well as those around them.

SAFETY NOTE: All rules, policies, and procedures 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.

DRIVER ELIGIBILITY

Must be 14 years old by any time throughout the year of the current racing season. With parent or legal guardian signature if under 21 years old.

CAR ELIGIBILITY

Also see car safety requirement section. 1970 to current foreign or domestic factory equipped 4 cylinder engine type car only (see engine section for engine info). No trucks, convertibles, performance models or sports cars (as determined by tech official). Sport Compact designated car may be allowed, this will be decided individually. Front or rear drive-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), mirrors, and lights must be removed, functional rear windshield brake light allowed.

LIFT CHAIN, cable or strap front and rear mandatory.

CAR NUMBER or letter combinations, maximum three numbers one letter, decal or painted equal in size and legible in required locations, roof (minimum 18"), nose (minimum 8"), rear deck (minimum 8"), both doors (minimum 18"). No mirrors.

VISITING CAR: Home track rules may apply, one time only, with any visiting car, calling ahead is recommended, we will work with you as feasible. No exotic performance enhancing modifications with OEM specs of engine or suspension will be acceptable. Driver should be prepared to present a copy of current season home track rules to tech.

CAR SAFETY REQUIREMENT

All cars must meet the following requirements!

CAGE mandatory, with the following minimum specifications.

All welds must be completed in a safe and professional style. Absolutely no material burn thru will be allowed. All welds must be completely around and or throughout the entire mounting area. All junctions of two or more tubes must be joined with minimum 1/8" magnetic steel gussets. No threaded pipe, pipe fittings, lap welds. No flush grinding of welds.

Everything in the cage system must pass all safety inspections, any failure to pass, the car will not be allowed on the track.

Damaged and or rusted frame or unibody cars must be safely and professionally repaired/reinforced as determined by track officials. In the event of this, the entire project must be inspected and approved by track officials.

6 point cage surrounding the driver.

All material fabricated from seamless magnetic steel tubing, with a minimum of 1 ½" outside diameter with .065" wall thickness.

Four uprights will be as follows, one upright in front and one upright behind the driver on both sides of car. The front uprights must be maximum 2" to the rear of windshield/dash area. The rear uprights must be maximum 24" to the rear of driver seat. Mounting to frame/unibody will be as follows.

Full frame cars: Each upright must be securely welded to the frame.

Unibody cars: Each upright must be securely welded to a minimum 4" x 1/8" thick magnetic steel plate. The plate must be securely welded to the heavy duty area of the unibody.

Additionally, with unibody cars, two bars, one on each side of car must be securely welded to bottom of each upright as follows. Bars must be mounted on outside of uprights and extend from front upright to rear upright each side of car. Bars must be mounted flush to floorboard/unibody to allow welding bar to floorboard/unibody. If mounting flush is not accessible. A minimum 1/4" thick magnetic steel plate must be securely welded to bar and floorboard/unibody as to form bar, cage and floorboard/unibody as all one connection.

Four bars must horizontally join the four uprights flush with the top of uprights. Bars and tops of uprights must be a minimum of 2" above the helmet of race ready driver.

There must be a minimum of three horizontal bars on *driver* side connecting front and rear uprights. Spacing must be, *top* bar maximum 4" down from bottom of window opening, *bottom* bar maximum 6" up from unibody/frame/floorboard, *center* bar centered between top and bottom bars. Bars may be mounted flush between uprights or across outside of uprights. All three bars must be securely welded to cage uprights.

A minimum 1/8" thick magnetic steel plate with no seems, mounted inside of car, horizontally upright to upright and vertically bottom of window opening down to unibody/frame/floorboard. Plate must be mounted on outside of the three horizontal bars, securely welded to the three horizontal bars and or cage uprights and unibody/frame/floorboard.

There must be a minimum of two horizontal bars on *passenger* side connecting front and rear uprights. Spacing must be, *bottom* bar maximum 6" up from unibody/frame/floorboard, *top* bar minimum 4" maximum 6" up from bottom bar.

Two bars, each mounted flush with the top of each rear upright, and continuing rearward diagonally down to maximum 36" from rear furthest end of unibody or frame. Mounting to frame/unibody will be as follows.

Full frame cars: These two bars must be securely welded to the frame.

Unibody cars: These two bars must be welded to a minimum 4" x 1/8" thick magnetic steel plate. The plate must be securely welded to the heavy duty area of the unibody.

The above roll cage specifications are the minimum requirements. Additional bars and reinforcement, if done in a safe professional style is allowed, but must be inspected and approved by officials prior to going on the track. Any previously built cage system must add any of the above missing specifications that can be added with cage already built and installed in car. All cage systems, whether or not conforming to the above specifications, new or previously built must be inspected and approved by officials prior to going on the track.

Full frame cars: Each upright must be securely welded to the frame.

Unibody cars: Each upright must be securely welded to a minimum 4" x 1/8" thick magnetic steel plate. The plate must be securely welded to the heavy duty area of the unibody.

Additionally, with unibody cars, two pipes, one on each side of car must be securely welded to bottom of each upright as follows. Pipes must be mounted on outside of uprights and extend from front upright to rear upright each side of car. Pipes must be mounted flush to floorboard/unibody to allow welding pipe to floorboard/unibody. If mounting flush is not accessible. A minimum 1/4" thick magnetic steel plate must be securely welded to pipe and floorboard/unibody as to form pipe, cage and floorboard/unibody as all one connection.

Four bars must horizontally join the four uprights flush with the top of uprights. Pipes and tops of uprights must be a minimum of 2" above the helmet of race ready driver.

There must be a minimum of three horizontal bars on *driver* side connecting front and rear uprights. Spacing must be, *top* bar maximum 4" down from bottom of window opening, *bottom* bar maximum 6" up from unibody/frame/floorboard, *center* bar centered between top and bottom bars. Bars may be mounted flush between uprights or across outside of uprights. All three bars must be securely welded to cage uprights.

A minimum 1/8" thick magnetic steel plate with no seems, mounted inside of car, horizontally upright to upright and vertically bottom of window opening down to unibody/frame/floorboard. Plate must be mounted on outside of the three horizontal bars, securely welded to the three horizontal bars and or cage uprights and unibody/frame/floorboard.

There must be a minimum of two horizontal bars on *passenger* side connecting front and rear uprights. Spacing must be, *bottom* bar maximum 6" up from unibody/frame/floorboard, *top* bar minimum 4" maximum 6" up from bottom bar.

Two bars, each mounted flush with the top of each rear upright, and continuing rearward diagonally down to maximum 36" from rear furthest end of unibody or frame. Mounting to frame/unibody will be as follows.

Full frame cars: These two bars must be securely welded to the frame.

Unibody cars: These two bars must be welded to a minimum 4" x 1/8" thick magnetic steel plate. The plate must be securely welded to the heavy duty area of the unibody.

The above roll cage specifications are the minimum requirements. Additional bars and reinforcement, if done in a safe professional style is allowed, but must be inspected and approved by officials prior to going on the track. Any previously built cage system must add any of the above missing specifications that can be added with cage already built and installed in car. All cage systems, whether or not conforming to the above specifications, new or previously built must be inspected and approved by officials prior to going on the track.

SIDE BARS/RUB RAILS, recommended. If used must be at least on driver side. Must be fabricated from minimum 1 1/2" OD, .095" thick magnetic hollow round steel tubing. Located outside of body at center of front bumper height minimum to 4" above front bumper height maximum. Horizontally parallel with bottom of body, fender well to fender well, flush to body, fender well to fender well, flush with mounting plate. All tubing mounting to car zones must conform 100% to the following.

Two plates for each end of tubing, fabricated from minimum 1/4", magnetic steel, minimum size 6" X 6". These two plates at each end of tubing are mounted on body as such to sandwich the body between them.

Outside plate, the tubing must be securely/professionally welded flush to this plate. Inside plate must be bolted thru the body and to the outside plate, with four grade 5, 1/2" bolts and lock nuts each plate, with bolts pointing in, nuts on inside.

BUMPERS mandatory, minimum OEM bumper front & rear. Heavy duty fabricated bumpers, front & rear recommended. If fabricated, must be minimum 1 1/2" OD, .095" thick magnetic round steel tubing.

FIREWALLS/FLOOR PAN-A full magnetic steel firewall between engine compartment and driver compartment and between trunk compartment and driver compartment, a full magnetic steel floor pan firewall to firewall/side to side are all mandatory. All must be minimum .050" thick. No openings allowed in either firewall or floor pan. A full metal firewall fabricated from magnetic steel and or aluminum must encompass the driver compartment from front to rear, on both sides and floor pan.

Frame reinforcement, all cars must have minimum 2"x2" square tubing, minimum .065" thick seamless magnetic steel, that runs along the floor board/door threshold area, from front firewall to rear firewall. This must be on both right and left side of car. Must be inspected & approved by tech officials. Any rusted or otherwise damaged frame/unibody areas must be securely and safely reinforced. Fabricated from minimum 2"x2" rectangular seamless magnetic steel, minimum .065" thick. Must be inspected & approved by tech officials.

ADDED OR REMOVED MATERIAL, any material added or removed from car in the interest of safety will be strictly decided by the Officials to be legal or not.

BELTS (SAFETY), 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.

WINDOW NET, mandatory on driver side. Must be securely fastened and equipped with quick release mechanisms.

SEAT, must be designed for racing, high back with an FIA and/or SFI rating and must be securely mounted per the manufacturer's instructions behind steering column.

HANS, HUTCHENS, AND/OR FACT SIMILARITY SAFETY RESTRAINT-recommended.

STEERING-ALL components must be firm with NO play any direction. All workings must pass any safety inspection.

WINDSHIELD, mandatory, must be OEM or wire mesh, reinforced with one safety bar and at least two safety straps made of at least 1.0" (inch) wide steel. Straps must be equally spaced on the inside.

VISOR/SUN BLOCK-at top of windshield allowed, must not obstruct driver's vision in any direction.

DRIVER COMPARTMENT-all areas within reach of race ready driver must be sufficiently padded with SFI-Rated fire retardant padding. Absolutely no sharp areas in driver area.

FUEL TANK OR CELL, OEM tank in original location, or relocated to trunk area, or maximum 16 US gallon 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/side edge of frame, a minimum of 4"-inches ahead of the rear bumper and minimum 24" behind driver seat. Mounted with a minimum two .125" thick steel straps, must be enclosed completely in a container that is a minimum thickness of 20-gauge magnetic steel and/or .060"-inch aluminum. The entire container must be visible for ease of inspection. Vent must have a check valve.

FUEL LINE, any and all fuel line(s) routed thru driver compartment must be heavy duty braided type, or incased in heavy duty piping material with no seams, throughout driver compartment.

FUEL PUMP WIRING, three wiring options. Option 1, OEM tank in OEM location or relocated to trunk area, must be OEM specs pump and must be OEM wired. Option 2, fuel cell. External (add on) electric fuel pump must be within OEM specs and must be wired thru ignition switch. So as when switch is in off position (no ignition), fuel pump circuit is interrupted, or Option 3, wired thru separate switch dedicated to pump circuit only, so as when switch is in off position, fuel pump circuit is interrupted, this switch must be labeled "on" "off" in the appropriate positions and be clearly visible and readable from outside driver door.

Mechanical fuel pump must maintain OEM specs & location.

THROTTLE PEDAL LOOP-a steel toe loop security mounted on pedal recommended.

THROTTLE RETURN SPRINGS-two throttle return springs mandatory, must be anchored in separate areas.

SWITCHES/SHUT OFF VALVES, ignition" kill" switch, fuel main shut off and battery main shut off are all highly recommended, within easy reach of driver and all must be clearly marked in "OFF" and "ON" positions.

DRIVESHAFT, rear wheel drive must be painted white with a minimum 1/8" thick x 2" wide steel sling located maximum 6" to the rear of front U joint.

BRAKES-must operate properly upon inspection.

LUG NUTS/STUDS-Oversize wheel studs allowed and recommended. Lug nuts must thread on at least flush with end of studs in all wheel positions.

HOOD-no opening at rear of hood area that may allow engine parts, fire or anything else to reach driver. All cars must have the hood in place and securely fastened when starting their 1st lap of the race.

TIRES-all tires on car must pass safety inspection.

BALLAST (added) WEIGHT-no single weight or bundle over 75 lbs. Must be mounted with at least 2, minimum 5/8" grade 5 bolts and locknuts, inside frame/unibody area and a minimum 36" from race ready driver any direction.

EXHAUST NOISE-any car considered to be producing unacceptable sound as determined by track officials will be dealt with.

GROUND CLEARANCE-must be adequate ground clearance between lowest part of chassis and track.

SHARP AREAS, no sharp areas anywhere in interior, outside of body, bumpers, side bars, or anywhere on car that could expose a hazard.

BATTERY, location must pass safety inspection. Minimum 18" from fuel cell any direction.

WHEELS, reinforcing allowed, and recommended.

DRIVER SAFETY EQUIPMENT

Rules apply at all times.

DRIVER APPAREL, Snell-rated SA2000 or newer full faced helmet designed specifically for auto racing, SFI-approved full fire suit, fire retardant neck brace, gloves and shoes mandatory. *Recommended*, Hans or similar device, fire retardant head sock and underwear.

ONE WAY RADIO required at all times when on track, Frequency 454.000.

RESPONSIBLE FOR SAFETY, each driver, crew member, and owner is solely responsible for the effectiveness and proper installation, per the manufacturer's instructions, of personal safety equipment and determining it to be adequate for competition at every event. Each driver, crew member, and owner is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

ENGINE & COMPONENTS

4 cylinder engine only, piston/cylinder type only, 2600 cc maximum. Must remain as OEM factory manufactured. Size (CC/CI/LT), type, year, must match VIN# being inspected. Internal/external repairs, OEM specs valve job, and replacing seals/gaskets allowed, but must be done with 100% OEM only for the VIN # of

vehicle being inspected. Except seals/gaskets, but seals/gaskets must be within OEM specs. No complete rebuilding/freshening. Replacing complete engine allowed as long as it conforms to EVERYTHING in this engine rule section.

INTAKE SYSTEM Fuel injection or carburetor as originally factory equipped. Naturally aspirated only. No turbo/supercharger systems. No fuel or air may enter by any means other than the suction process of engine.

AIR CLEANER not a tech item. Complete system must pass all safety inspections. Basic (as determined by tech) commercially manufactured or self-fabricated Cold Air System allowed. Complete system must pass all safety inspections.

AIR DIFFUSER self-fabricated only, is allowed. No commercially manufactured. Must pass safety inspections.

AFTERMARKET AND REMANUFACTURED/REBUILT PARTS/COMPONENTS

Any of the items on this list are allowed throughout entire car in aftermarket and or remanufactured/rebuilt form.

Gaskets/seals--bearings--all ignition components--fuel injectors/fuel pump/remanufactured OEM carburetor—clutch/pressure plate/flywheel/flex plate--computer sensors—switches/starter/alternator--all brake components—all steering components—filters oil/fuel/air—lubricants—fluids--add on gauges

Also see the following sections: car safety requirement/air cleaner/exhaust system/wheels/tires/chassis/frame/suspension.

Can Am reserves the authority to alter this complete list at any time they feel it to be needed.

All parts/components must be direct replacement for VIN# being inspected. Everything must fit with no modifications of any kind needed anywhere. All replacements must be within the OEM specifications range and must maintain the original OEM motive of action for the VIN # of vehicle being inspected.

Remanufactured/rebuilt form must start with original OEM part/component type with no performance enhancing upgrades over original OEM. Any upgrade must match the VIN# being inspected. Can Am Tech will be the deciding factor with any of these statements.

Note: Any of these components that are installed on car, whether new or used, it is highly recommended that you have an official receipt from the supplier, with the exact part # and brand name. If purchased used or from an individual, receipt should have a complete description of part that is appropriate for tech to verify it be legal to the rules. With any part/component that cannot be verified as rule legal, you will be told to replace it with a confirmable part/component.

DRIVELINE

TRANSMISSION/TRANSAXLE/REAR END

Everything must remain as OEM factory manufactured. All forward and reverse gears must be operational as when car was produced. Type, year, must match VIN# being inspected. Internal/external repairs and replacing seals/gaskets allowed, but must be done with 100% OEM only for the VIN # of vehicle being inspected. Except seals/gaskets, but seals/gaskets must be within OEM specs. No complete rebuilding/freshening. Replacing complete transmission/transaxle/rear end center section allowed as long as it conforms to EVERYTHING in this transmission/transaxle/rear end rule section.

Differential gears may be welded, solid spool, or Posi traction/limited slip type system. Rear end gears must be spool or welded with rear wheel drive system.

Gear ratio for all components must remain within OEM specs for VIN# being inspected.

ABS/traction control system, factory supplied at time of assembly line build, OEM ABS/traction control system allowed.

Inspection hole, bellhousing should have an 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.

EXHAUST SYSTEM

Self-fabricated or basic low cost (original retail list price) non-exotic style header, as determined by tech officials is allowed. Any type of exhaust beyond headers, but must conform to the following. Complete exhaust must pass any safety inspection and must remain under car, securely fastened and extend minimum of 12"

behind driver. Mufflers optional. Any car considered to be producing unacceptable sound as determined by track officials will be dealt with.

FUEL & SYSTEM

Also see car safety requirement section. D98 race fuel only, or any public pump gasoline only, any octane. Scented additives allowed. No other additives allowed.

Fuel pump, replacement electric or mechanical, must be any readily available, in stock type. No special order.

MISC

BATTERY: Relocating allowed, must pass any safety inspection. Minimum 18" from fuel tank/cell any direction.

WHEELS: All four wheels must be OEM car manufacture only 13", 14", or 15" diameter steel or aluminum, maximum 8" width (inside to inside at tire bead mount). Any OEM offset as long as wheel is direct fit, no alteration of any part/component to allow bolt on. This includes, but not limited to, fender and or fender well.

Reinforcing, wheel recommended.

Mixing of sizes, allowed all positions.

Spacers, wheel spacers allowed all positions. Must be heavy duty.

Mounting, oversize wheel studs and lug nuts recommended. Lug nuts must be at least flush with studs with all applications.

TIRES (also see car safety requirement section): All four tires must be DOT legal, with the DOT label clearly visible and readable. Tread wear rating must be at least 260. Tire sizes and brands do not have to match.

MINIMUM WEIGHT SINGLE overhead camshaft engine powered: 1 lb. per cc minimum, with no *SINGLE* overhead camshaft engine powered car less than 1800 lb.

DUAL overhead camshaft engine powered: 1.1 lb. per cc minimum, with no *DUAL* overhead camshaft engine powered car less than 2000 lb.

Engine size (in Liters) and minimum weight requirement, both must be clearly visible on left side of hood.

All weight minimums are with race ready driver after any race event. Any car that cannot sufficiently prove the engines CCs to the tech inspector will be assessed a minimum weight by the tech inspector. This decision will be final.

COMPUTER must be the original OEM computer supplied with car off the assembly line, computer must maintain original motive of action. If track officials, for any reason, disbelieves any of this to be true. The car will be banned from competing at Can Am.

CHASSIS/FRAME

Also see car safety requirement section. Unaltered OEM, as supplied on the assembly line of the VIN# of car being inspected.

Reinforced frame, frame may be reinforced in the interest of safety, but must be inspected and approved by tech prior to race event.

SUSPENSION

Unaltered OEM, as supplied, with the car on the assembly line of manufacture for make, model, year, of VIN# being inspected. This means, but not limited to, no cutting, heating or bending of springs. Slotting strut tower mounting holes maximum 1½" slot, front and rear, to change camber allowed. No drilling new holes! Coil spring spacers, rubber only, are allowed.

SUSPENSION APPROVAL: Each and every car suspension system must be approved by tech! Any system NOT passing any tech decision must be converted to conform to tech decision requirements to be allowed to compete! To further emphasize this statement, even if all the suspension conforms to the rules, if Can Am Tech has an issue with your system, you must apply the needed amendment(s) to satisfy tech! No exceptions! No excuses! Just do it!

BODY

No enclosing of driver compartment. Limited sheet metal work will be allowed to cover damaged body panels. This will be at the discretion of Tech Officials.

TECH INSPECTION & TECH AREA POLICIES AND PROCEDURES

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

ONE PERSON ALLOWED IN TECH AREA, only driver will be allowed in tech area, driver must remain with car until otherwise instructed by official(s), a designated number of crew members will be allowed by tech officials IF and WHEN needed, as decided by officials.

HOOD OPENING, car hood cannot be opened/removed until allowed by tech official.

THOROUGH INSPECTION, take warning, always be prepared for a thorough inspection of your car! This could be in the form of a complete engine tear down! Failure to submit to any such demanded inspection will result in severe penalties. Car and or driver can be demanded any such inspection upon arriving on Chapman's Can Am Motorsports Park premises. Before and or after any event, any position, including DNF & DNS. Everything on car including driver must pass safety, as well as competition rules. Furthermore, 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.

INSPECTION ISSUE, in a track tech inspection situation if an issue should occur with obtaining utilizable results, whether resulting from tool failure or any other non-intentional means, the inspection may be terminated. Tech official will render the deciding factor in such an issue.

REFUSE A TECH INSPECTION, 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 (loss 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 procedure and or outcome regarding any tech inspection. As the driver you are responsible for the car you are driving to be conforming to the rules.

Verbal and 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, whether or not associated with car will be determined by officials. Any such issues arise, driver/car will be subjected to losing Tech Area privileges. In the event of this the driver and car would be disqualified from the effected event, will lose all money and points earned in the effected event. Further discretionary action may be imposed.

Questions/input will be addressed as possible by the officials.

Always remember, the need to report to tech area suggests a high degree of accomplishment. Finish off earning your way to tech by being professional when you get there. If someone is badgering you, just remember, they are upset because you did it better than them.

NOTE

Any tech inspection result 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 differently by person(s) other than Chapman's Can Am Tech will offer no proof of an incorrect decision. 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.

PROTEST

PROTEST POLICIES AND PROCEDURES

All persons associated with both cars are expected to conduct themselves professionally. Any physical or verbal action against other racers or track officials will not be tolerated. The driver is and will be held accountable for any and all actions of his crew/owner, whether or not associated with car will be determined by officials.

TRACK SCALES, no protest allowed with track scales.

INSPECTION ISSUE, 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.

DISALLOW PROTEST, tech has the authority to disallow any protest deemed inappropriate or has not properly followed protest procedures and this decision will be final concerning any issues.

ENTERING PROTEST

LEGIBLY hand written IN DETAIL, with EXACT amount CASH only US funds, submitted by driver to Tech Inspector within 10 minutes of end of feature. Once protest is entered, protest cannot be withdrawn unless approved by tech official.

DRIVER/CAR ENTERING PROTEST:

Driver only can enter the protest

Driver must finish on the same lap as the winner in the current feature event. Driver only must also have finished on the same lap as the winner in the immediate previous scheduled feature event before the protest date at Can Am. Driver/car does not have to match in this previous event.

NOT being the driver's customary car will have no relationship with any decision(s) or with the final protest outcome.

Only TWO representatives from car entering the protest will be allowed in tech area-additional representatives may be allowed per tech officials IF needed.

Can Am Officials will retain the protest amount until a decision has been made with the inspection results.

DRIVER/CAR BEING PROTESTED:

Driver only can refuse the protest and will forfeit the money and points for the affected event only.

Driver must take the green flag with start of current feature event.

NOT being the driver's customary car will have no relationship with any decision(s) or with the final outcome.

Only driver, car, ONE crew member, from car being protested will be allowed in tech area-a designated additional number of crew members will be allowed by tech officials IF and WHEN needed.

Must begin work required for protest inspection within 15 minutes and be ready for inspection within 60 minutes of notification of protest, any justifiable circumstances may be considered. Failure to comply with tech official's evaluation will result in driver and car considered refusing the protest. In the event of this, driver and car will be assessed the refusing the protest penalties.

Refusing the protest will result in the following. Driver banned from driving in any division at Can Am for 30 days. Car banned from Can Am for 30 days. Further inspection of car may be required before being allowed to enter back into competition at Can Am.

PROTEST DOLLAR AMOUNT

\$400.00 any part/component of car, bumper to bumper including engine.

NOTE: Protest feature only. ONE entered protest only per feature. ONE item only per entered protest. In the event of more than one driver entering a protest on the same protested driver, only the first entered protest will be accepted. With any dispute regarding a protest, tech official will make the final decision, and this decision will be final.

All protests: \$500.00 will be ADDED to protest amount for any protest requiring removal of engine, transmission, 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 called for. Failure to immediately make available this \$500 upon demand will terminate the entered protest.

FOUND LEGAL: Car being protested receives protest money.

FOUND ILLEGAL: Protester is refunded protest money.

NOTE

Any protest inspection result 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 differently by person(s) other than Chapman's Can Am Tech will offer no proof of an incorrect decision. 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.