

2019 Front Wheel Driver 4-Cylinder Rules Thunder Mountain Speedway

Basics:

- Must be a stock 4 cylinder car
- No turbo or rotary engines allowed
- Stock-type fuel injection or stock manufactured carburetor only (Motorcraft, etc...).
- ONE 0.800" maximum throttle body spacer may be used. No Holley, Weber or other racing carburetors allowed. Carburetor must be stock for engine.
- Motor must be stock appearing and in stock location
- Motor must match car (ex. Honda must have Honda engine)
- Any air or oil filters (K&N, etc.)
- Intake must be a stock intake. No Skunk 2, etc.
- No cold air intakes for fuel injections – must be stock type breather system. A flexible rubber or plastic hose may be used in place of the stock air box tube. No smooth metal or smooth plastic tubing allowed. A cone type filter is allowed and may be connected directly to throttle body or the allowed tubes.
- Aftermarket radiators okay – radiators can be braced for support
- Aftermarket (racing) headers are allowed. *****No claim Rule**
- Computer may be chipped and/or tuned. A standalone ECU and aftermarket harness are allowed. Ignition coil must remain OEM

Weight Rules:

- All cars must weigh 2,200 pounds with car and driver after the race
- Exceptions: 50 lb. weight break for HANS or like device
- 50 lb. weight break for containment seat

Body / Wheel / Tire Rules:

- Any front wheel drive car
- No all-wheel drive cars or all wheel steer cars
- Must have stock rear and front suspensions as from factory, Slotting of factory mounting holes allowed.
- No racing springs (lowering) or shocks allowed. Springs may be heated, clamped or use spring rubbers. Springs must be within 2' of factory installed height
- Rear control arms should be stock but may be braced / strengthened / repaired. No aftermarket.
- Stock type aftermarket suspension bushings are allowed
- Stock production cars only
- **Mirrors are NOT allowed**
- Must have a quality welded MINIMUM 4 point roll cage inside the car with a minimum of 0.95" thickness tubing –
- Thunder Mountain Speedway Tech** has final say in safety of the cage
- Minimum 3 driver door bars / 2 side door bars – 6 or more point cages okay
- No push bars past firewall. Roll cage may extend forward behind bumpers. Bumpers must be covered in some way with no exposed sharp corners
- Aftermarket racing wheels allowed – 7 inch maximum. NO BEAD LOCKS
- Street legal DOT tires required. No drag radials, mud grip lug tires, racing tires or racing recapped tires allowed. Directional tires are allowed.

- Tires can be mixed and matched for stagger
- Aftermarket nose pieces allowed.
- 6 inch metal support to extend out behind nosepiece or to hold grill in place allowed
- No push bars to extend outside of bumpers or beyond nose piece.
- Some sheet metal will be allowed for repairs. Cars should remain as close to stock appearing as possible. Adding sheet metal to bodies may result in a weight penalty being assessed.
- Gutting of body is allowed.

Safety:

- **Window nets are MANDATORY. Sprint-Style window nets will NOT be permitted.**
- RACING (not motorcycle) helmet, SA 2005 or newer is required.
- Minimum single-layer fire suit required (SA 3.2A specification recommended).
- Fire proof gloves strongly recommended (SFI 3.3 specification recommended).
- A 4 or 5 point harness, properly mounted per manufacturers' specifications, is required. Must have been manufactured in the last 5 years. Any worn, abraded or torn belts shall be replaced.
- A minimum 5 lb. fire extinguisher is recommended and should be securely mounted within drivers reach.
- Only racing-type seats, properly mounted per manufacturers' specifications, are allowed. A full containment seat is strongly recommended. Cars equipped with full containment seats will receive a 50 lbs. weight break.
- A head and neck restraint system (SFI 16.1 compliant) is strongly recommended. Drivers using a head and neck restraint will receive a 50 lbs. weight reduction.
- A firewall must be in place between driver compartment and fuel cells, fuel lines or tanks.

Miscellaneous Rules:

- **Thunder Mountain Tech** has final ruling on all questions of legality. A pre-race inspection will be made to ensure SAFETY only.
- Questions of legality can and will be answered during the pre-race inspection if asked by entrant. No guarantee of legality shall be expressed or implied during pre-race inspection. Legality will be determined in POST-race inspection.
- Competitors must present cars for inspection prior to participating in any racing event. - No radios allowed
- RACEceivers or a like device is mandatory at all times on track.
- **Red MyLapsTransponders are also required. Please see mounting instructions section for more info.**