

## 2025 Thunder V-8 Rules

### Chassis and Body Specs (follow 2025 Thunder Bomber rules unless highlighted)

- 1. Any full chassis American made metal bodied car. No truck, jeep, van, convertible, t-top, 4-wheel drive, or station wagon chassis or bodies allowed. No coil-over type cars. May run a uni-body chassis American made metal bodied car. A sub-frame connector may be used to tie the chassis together on unibody cars only. This tubing should not extend past the original rails on the front or rear. Do not tie the suspension to these rails.
- 2. Rear wheel drive cars only. Minimum 107" wheelbase. Must be within ½" of stock wheelbase. **Gen 3 Camaro 101" minimum.**
- 3. The front, main, and rear chassis rails must remain in the car and unaltered.
- 4. You may remove the inner fenders, only the top half of rear down level with the trunk floor pan. You may cut the wheel openings for tire clearance. All glass, chrome, grill and such must be removed prior to competition.
- 5. You may have a complete aftermarket body (aluminum, steel, fiberglass or plastic panels), but it must conform to CLR specs below. You may use Five Star or Performance Bodies replacement panels. (See body measurements) No sharp edges and no flat sides. The nosepiece may extend a maximum of 48" from the center of front hub out to the farthest point of the nose. The maximum total width of the nose is 68". Nose must not be angled back. The hood and front fenders must be level from left to right side of the car. The maximum width from fender to fender at the top will be 66". The front fenders may be a maximum of 38" in height vertically from the ground to the top of the fenders. The maximum drop for the fender from the center of the front hub to the top of the nose should not exceed 4". You must run a hood; breather may stick thru the hood. No cold air box will be allowed. The door-to-door measurement must not exceed 68" at the top of the door and 70" at the bottom of the door in the center of the car. The doors may be a maximum of 38" in height vertically from the ground at any point. The minimum ground clearance will be 5" on any part of the body with the driver in the seat. The maximum height from the ground to the top of the quarter panel and decklid will be **42"**. Must have a removable decklid minimum 24" long. Maximum width of quarter panels at rear hub is 68" and 66" at rear spoiler. The tailpiece may extend a minimum of 44" and a maximum of 48" from the center of the rear hub to the farthest point of the rear bumper. The quarter panels must form to the tailpiece and may not extend downward below the bumper cover. The roof may be 52" minimum and 58" maximum long and 48" minimum and 52" maximum wide. The minimum roof height from the ground will be 50" and 58" maximum. The roof must have some sort of roll over shape, no flat roofs. Rear roof posts must be 24" maximum at the top, 32" maximum at the bottom, and 16" minimum and 20" maximum tall. Both sides must match. Drivers window opening must be minimum 16" tall and 22" long. May have a panel at the top of the windshield maximum 6" tall. Body mounting position, and overall appearance should retain as many original body lines and contours as possible. You may run a composite hood. May fill rear window openings with lexan.
- 6. A minimum of 5" ground clearance must be maintained on the nose and side skirting but may not flare out excessively. Tech officials have the right to bounce car to achieve natural stance for any body measurements.

- 7. Floor pan and firewalls must remain and be un-altered, excessive rust areas in floor pan can be covered with 22-gauge steel while maintaining stock contours but must not be cut out. **May have boxed in interior according to the 2025 Thunder Bomber Rules.**
- 8. The front firewall must have all openings covered in case of fire or fluid leak in the engine compartment. The rear firewall must be covered with sheet metal or aluminum to separate the driver's compartment from the fuel cell area, but the existing firewall must remain intact and unaltered. **Original floor pan must extend rearward to behind the driver.** May gut the inner trunk area for fuel cell clearance. May remove the inner wheel wells for tire clearance.
- 9. Must have the make of car and the required weight on the hood or front fenders.
- 10. Rear spoiler height is 6" maximum and width is 60" maximum. Must be self-supporting. No side spoilers, rudders, or support braces. No roof or fender mounted spoilers or fins.
- 11. Stock appearing bumpers on the front and rear. Front and rear bumper bars are recommended. May run an aftermarket stock appearing front nosepiece and rear tailpiece; no MD3, wedge, or late model style noses of any kind. No open rear ends.
- 12. Windshield is optional, if removed, you must have five protective bars on the driver's side, 3/8" diameter recommended. They must be between 4" and 5" intervals. They must be magnetic steel. No full front side door windows allowed. Front 10" Max. You may fill in rear side openings, if applicable.
- 13. Must have make of car and the required weight on the hood or front fenders.
- 14. Must have a full roll cage secured to the chassis. **See Thunder Bomber rules for specs.**

### **Suspension Specs follow Thunder Bomber (unless highlighted)**

- 15. All suspension components must remain in their OEM mounting locations for the year make and model of the chassis. No slotting of holes or multiple holes unless specifically stated.
- 16. The steering shaft may be collapsible. Steering quickener allowed. An aftermarket steering wheel and quick release are recommended.
- 17. The stock lower A-frames may not be modified, except for stronger ball joints and suspension bushings. May use aftermarket nonadjustable upper control arms but must bolt in the stock location. Any factory production GM front spindle allowed.
- 18. Must use factory stock replacement unaltered magnetic steel shocks bolted in the stock location, no heim joints on shocks. Factory stock replacement unaltered front struts on Gen 3 Camaro. May brace and alter top of strut tower with a slotted plate for camber and caster but must remain fully intact. No coil-over, adjustable, re-buildable, remote reservoir, or air shocks allowed. No Schrader or bladder type valve. No shock covers. No external or internal bumpers or stops. AFCO 10 Series GM 1020, 1021, 1022, 1030, 1031, 1035 and **Bilstein AK1043 front shocks, Bilstein AK1044 rear shocks on Monte Carlo and Bilstein AK1054 rear shocks on camaro. All four shocks must be the same brand and both sides must be the same part #.** Must be able to find and read part #. **\$125** claim rule per shock with no exchange.
- 19. Springs must be in the original position. May run aftermarket springs with an adjustable bucket. 13" maximum height on uninstalled rear springs. **5" minimum diameter. Both sides must be the same height.**
- 20. No screw jacks or wedge bolts. May run spring rubbers or shims.

- 21. Adjustable shackles and lowering blocks permitted with OEM magnetic steel multi-leaf springs. All mounting locations for Gen 3 Camaro traction bar/pivot plate must be fabricated in the stock configuration and locations. May brace panhard bar and mounts but must remain nonadjustable.
- 22. Dual master cylinders allowed. No adjusters allowed. May use an aftermarket pedal assembly **and throttle pedal**.
- 23. Any steel wheel 8" wide X 15" maximum. Bead lock rims permitted, must face outward. No wheel covers or rings allowed. May use foam mud plugs. Safety beads required on all wheels. Wheel spacers allowed. One inch lug nuts recommended. No wheel flares.
- 24. Towel City Retread 27.5 X 8.0 X 15.0 (77 Medium Dirt- yellow mark) or a D.O.T. approved street radial are the only approved tires. No grooving, needling, siping, conditioning, or chemical alterations of any kind. Grinding is allowed. Weights and Provisions
- 25. All cars must weigh **3200 lbs.** with the driver after the race, unless a weight penalty is assessed. Gen 3 Camaro will weigh 3300 lbs.
- 26. Racing fuel or pump gas only. No alcohol or fuel additives.
- 27. If it is not mentioned in the rules, consult a tech official with your questions.
- 28. Cars will be inspected for tech and safety items prior to competition. Tech official will have the final approval.

### Engine and Drivetrain Specs

**\*Must follow the 2025 Thunder Bomber rules or the 2025 CLR rules**

**\*You CAN NOT combine engine packages. It must be one or the other**

### CLR Engine and Drivetrain Specs

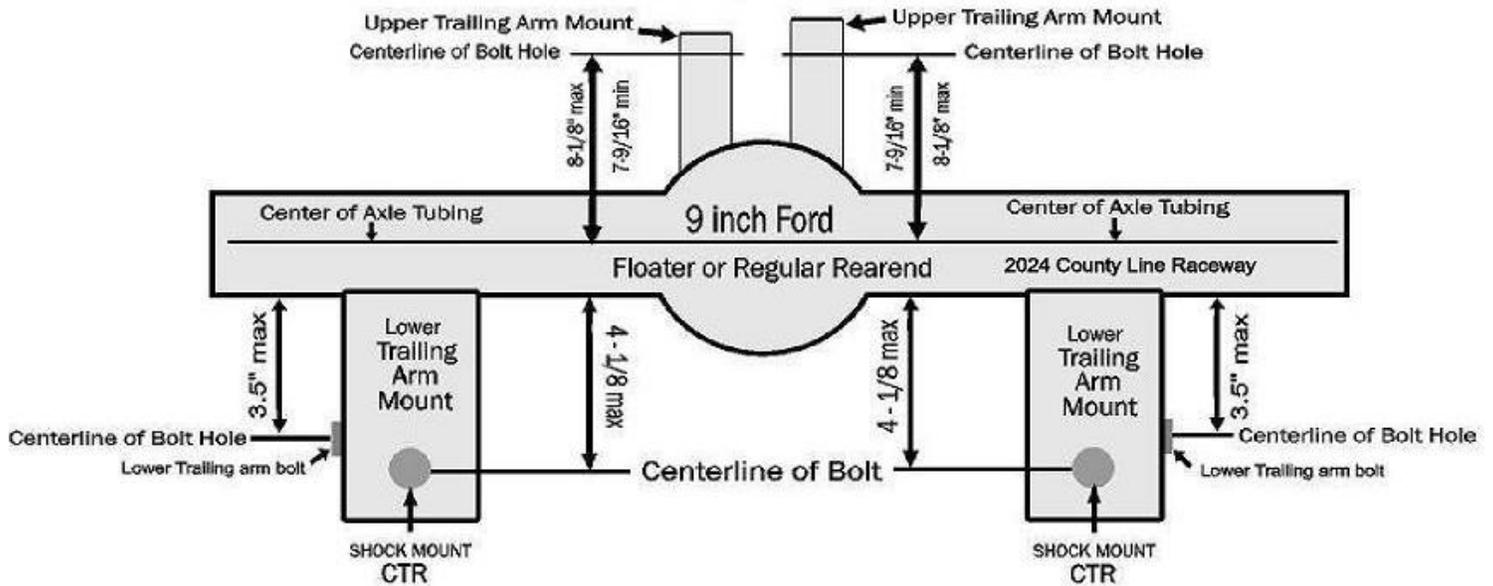
- 29. Maximum C. I. is 365. Engine must be within 1" variance of stock location, this means factory height and setback. No notching crossmember for fuel pump or raising pump over crossmember. You may run solid motor mounts, but they must be stock size.
- 30. No **zero** decking allowed on the block but **may surface the top of the block to .010 deck clearance**. Must be a factory production steel block. All components of the engine must be stock production for the serial number of the block, unless otherwise specified. May run aftermarket oil pan.
- 31. Engine may be balanced but no stroking or de-stroking of the engine.
- 32. Stock crankshaft and rods - no modification of any kind. May run the Eagle assembly part **#ESP-B15402E**. May use aftermarket 3/8" ARP rod bolts or equivalent. **You may run GM 602 tagged engine components as an unsealed built motor but must have correct intake per CLR rules.**
- 33. Stock type pistons, OEM aftermarket type permitted. No dome top pistons of any kind. **Must be a four valve relief stock replacement, cast or hypereutectic. May be flat top or dished. Keith Black part #4749901 allowed. No floating wrist pins.**
- 34. Stock flywheel – **Must weigh 14 pound minimum without bolts. Factory stock clutch disc.** Pressure plate must be stock type or OEM replacement. Aftermarket throw out bearing is allowed – **may be hydraulic**. No oil coolers.
- 35. Stock production head, no modification of any kind. **May use OEM factory Vortec heads casting #12558062 or #10239906, EngineQuest Vortec head #EQ-CH350C, or Dart IMCA branded**

head part #91624360BARE. No angle plug heads on GM cars. No minimum C.C. on the heads. No angle milling or cutting inside the valve pocket. A three-angle valve job will be permitted.

- 36. Pin studs or screw-in studs allowed. Push rod guide plates allowed. No stud girdles.
- 37. Must have stock size steel valves, head and stem diameter, valve springs, and retainers – no cutting for valve springs. Stock size single valve springs (1.250). Maximum valve sizes are 1.940 intake and 1.500 exhaust. Must be stock type rocker arms or Summit roller tip rocker arms part #SUM-141506, no aftermarket shaft rockers. May use poly locks or stock nuts.
- 38. 450 maximum lift cam, checked at the retainer with a solid lifter installed at .010 lash. Must use hydraulic lifters. No mushroom lifters.
- 39. Must run unaltered factory stock cast-iron intake or unaltered part #EDL-2101. No spacer allowed between the head and the intake. Must use unaltered part #EDL-2716 with the Vortec heads.
- 40. Must run a standard Holley 500 CFM (4412), no HP or other models allowed. No modification except for choke housing, main jets, and power valve. It must pass all of the track tools. Maximum 1" spacer/adaptor allowed to fit the Holley to the intake. Max .025 tolerance at under 100 degrees. No ice boxes or cooling fuel line of any kind.
- 41. Mechanical fuel pump only. Must run an operable starter in working condition.
- 42. Must run a stock distributor, must be factory firing order, no high-performance Billet or MSD ignition system. May change the distributor cap and run a remote coil.
- 43. All cars must run a MSD 8727CT rev limiter box mounted under the hood within 12" of the distributor. Thunder Bomber engine must be set at 6200 RPM and CLR engine must be set at 6000 RPM. These setting may be adjusted by tech official as needed. Exceeding set RPM will be automatic DQ. Tampering or fault code will be automatic DQ. Adjustments to RPM max will be done by group, for example, all 2 Barrel motors or all 4 Barrell motors.
- 44. Headers permitted. Exhaust must exit to the rear of the car, may be standard design or block hugger. No zoomies, tri-Y, H-pipes, X-pipes, or cross-overs. Un-altered Schoenfeld part #112530 mufflers or equivalent must be used. Exhaust must extend rearward past the trans tail shaft.
- 45. Transmission and differential must be stock manufactured OEM production. The transmission must have all working gears and one reverse, plus neutral position. You may run an automatic transmission. May run transmission cooler. Drive shaft must be magnetic steel.
- 46. All cars must have an approved scatter shield, approved bell housing or 3/16" steel plate around flywheel is mandatory.
- 47. May run a Ford 9" or floater rear end with OEM stock type disk brake calipers, no aluminum components. See diagram for tech measurements for both stock GM rearend and Ford 9" suspension mounts. May convert the GM rear end to disc brakes and also modify suspension mounts to the same maximum measurements as Ford 9". You may weld the rear end gears or run a steel spool, but no other aftermarket devices. Must have four wheel working brakes with all parts present. No modifications, no adjusters and no shutoffs allowed. Maximum 30 degrees difference between left front and right front brake rotor temperature. May cut top trailing arms for pinion angle but must be same length. Bottom must be stock length. No heims and nothing adjustable.
- 48. Unless otherwise stated, all components must be factory stock and in stock location for the year, make and model of car.

# 2025 County Line Raceway Rearend Specs

Metric Cars Running 9 inch Ford Rear End must follow this drawing.  
Shock can not mount to a bracket welded to the trailing arm mount.  
Lower trailing arm bolts must be at the same height.  
Rear ends must be 58", 60" or 62" wide.  
+/-1/16 tolerance max.



\*Note\* All cars competing at CLR will be teched per the rearend specs above. However, Thunder Bomber cars that plan to travel, you must follow Thunder Bomber rearend rules when competing with Thunder Bomber at other tracks.