



# The Thunder Sports Cup Series Rules

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# The Thunder Sports Cup Series Rules

## 1 Philosophy

The Thunder Sports Cup is a circuit racing series catering for highly modified vehicles. The scope of modification allowable is outlined in Thunder Sports Technical Rules.

The intention of the series is to provide a professional standard of Motorsport event for grass-roots competitors, with the type of competitor encouraged to compete being a “Garagista”, a term coined by Enzo Ferrari to describe the small back-yard racing teams that dared to challenge and beat a grand Constructor like himself.

These rules are to be read in conjunction with The Thunder Sports Technical Rules, The Australian Auto Sports (AASA) Circuit Event Standing Regulations, AASA National Competition Rules and any event specific supplementary/further regulations.

## 2 Classes

Each driver/vehicle combination will compete in a class – Class A or Class B. Each class will have its own quickest lap time to be defined as “breaking out time”.

Note; The Thunder Sports Pty Ltd management has authority to allocate a driver/vehicle combination to Class A or Class B as they see fit.

Eligibility for Class B is defined as follows;

During the Thunder Sports Cup Qualifying, or during The Thunder Sports Cup race, Class B driver/vehicle combinations are permitted to perform lap times equal to or slower than;

- 1 min. 35 sec. (95 sec.) around Winton Motor Raceway National Circuit, or
- 2 min. 11 sec. (131 sec.) around The Bend Motorsport Park International Circuit, or
- 1 min. 26 sec. (86 sec.) around Morgan Park, or
- 1 min. 08 sec (68 sec) around Wakefield Park Raceway

**Note:** Any Class B driver/vehicle combinations faster than the Class B breaking out times during The Thunder Sports Cup Qualifying, or during The



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Thunder Sports Cup races will be penalised by thereon being allocated to Class A, as well as forfeiting any Class B points accumulated in the calendar season to that point.

Eligibility for Class A is defined as follows;

Upon consultation with Thunder Sports Pty Ltd management, a competitor can request to be allocated to Class A at any time if they believe their driver/vehicle combination will be able to achieve lap times that are faster than the Class B breaking out times throughout a calendar season.

And;

During The Thunder Sports Cup Qualifying, or during The Thunder Sports Cup race, Class A driver/vehicle combinations are permitted to perform lap times equal to or slower than;

- 1 min. 27 sec. (87 sec.) around Winton Motor Raceway National Circuit, or
- 2 min. 00 sec. (120 sec.) around The Bend Motorsport Park International Circuit, or
- 1 min. 18 sec. (78 sec.) around Morgan Park, or
- 1 min. 02 (62 sec) around Wakefield Park Raceway

Note; Any Class A driver/vehicle combinations faster than the Class A breaking out times during The Thunder Sports Cup Qualifying will have all qualifying times deemed ineligible and be required to start their first race from the rear of the Class A grid. If more than one Class A driver/vehicle combination are faster than the Class A breaking out time, driver/vehicle combinations will be arranged at the rear of the Class A grid in the order of first driver/vehicle combination to break out to last driver/vehicle combination to break out.

Any Class A driver/vehicle combinations faster than the Class A breaking out times during The Thunder Sports Cup race will be penalised with one x 1-minute stop go penalty to be performed as per AASA black flag regulations.

Any Class A driver/vehicle combinations faster than the Class A breaking out times during the second last or last lap of The Thunder Sports Cup race will have the equivalent of a 1-minute stop go penalty added to their total race time.



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## 3 Windscreen banner

Where supplied, all Class B vehicles are to fit to their windscreen a Class B specific windscreen banner (as endorsed by Thunder Sports Pty Ltd) and all Class A vehicles are to fit to their windscreen a Class A specific windscreen banner (as endorsed by Thunder Sports Pty Ltd). Windscreen banners must be fitted before entering the track to Qualify. Where endorsed windscreen banners are not supplied by a sponsor, the cost of an endorsed windscreen banner is at the competitors' expense.

## 4 Invitational entries

Entries that contain vehicles built for other racing series which do not comply with Thunder Sports Technical Rules but in the opinion of the Thunder Sports Pty Ltd management complies with the philosophy of The Thunder Sports Cup Series Rules as well as have performance and design broadly compatible with the targets set out in Thunder Sports Technical Rules may be provided with an invitation to compete by the Thunder Sports Pty Ltd management. All entries which have been provided with an invitation to compete by The Thunder Sports Pty Ltd management shall be allocated to a class and be required to fit the class windscreen banner to their vehicle.

## 5 Entries and oversubscription of a race weekend

It is at the discretion of Thunder Sports Pty Ltd management whether a competitor's entry is accepted or declined.

Where a race weekend has oversubscribed entries, priority of entry will be given to entries in the following order;

1. Entries with vehicles that comply with the Thunder Sports Technical Rules, and Invitational entries that have already competed in the current calendar season in order of entries received by Thunder Sports Pty Ltd management.
2. Entries with vehicles that comply with the Thunder Sports Technical Rules, and Invitational entries that have not already competed in the current calendar season in order of entries received by Thunder Sports Pty Ltd management.



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## 6 Category Sponsor

Where supplied, all competing vehicles are to fit category sponsorship stickers as requested by the Thunder Sports Pty Ltd management before entering the track to Qualify.

## 7 Enforcing of The Thunder Sports Technical Rules and Driving Rules

The Thunder Sports Pty Ltd management will allocate an official to enforce Thunder Sports Technical Rules via random checks carried out during a race weekend. Any vehicle that is not part of an invited entry and is found to be non-compliant, is required to rectify the non-compliance by the next round entered.

Driving rules are to be policed by the Clerk of Course and/or, where available, a Driving Standards Observer. A zero-tolerance approach will be taken with driver's not adhering to driver standards as published by AASA.

At the conclusion of each race across a race weekend, the top three place getters in Class A are to immediately go to the track side weight bridge (where available) and be weighed to confirm they comply with their vehicle's minimum race weight requirement. During transit from track to weight bridge, no repairs or maintenance can be performed on the vehicle and the vehicle is not permitted to detour other than to attend pre-arranged track side media commitments. Any resulting infringement will deem that competitor a non-finisher and will require the competitor to start from the rear of the Class A grid for the following race weekend race.



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## 8 A race declared “Wet”

Rain lights must be illuminated for any race declared wet by event officials.

## 9 Review

The Thunder Sports Cup Pty Ltd management is responsible for reviewing The Thunder Sports Cup Series Rules, presenting to AASA proposed changes to these rules, and communicating approved changes to The Thunder Sports Cup competitors.

## 10 Points Scoring

Class A and Class B competitors are only competing against other vehicles in their respective class and will score outright points for their respective class. Points cannot be transferred from one class to another. Points are accumulated based on the finishing position within a competitor’s class in each race of a race weekend. Points are awarded as follows:

Position	Points
1 <sup>st</sup>	25
2 <sup>nd</sup>	21
3 <sup>rd</sup>	18
4 <sup>th</sup>	15
5 <sup>th</sup>	12
6 <sup>th</sup>	10
7 <sup>th</sup>	9
8 <sup>th</sup>	8
9 <sup>th</sup>	7
10 <sup>th</sup>	6
11 <sup>th</sup>	5
12 <sup>th</sup>	4
13 <sup>th</sup>	3
14 <sup>th</sup>	2
15 <sup>th</sup> +	1



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## 11 Race Format and Trophies/Awards

Where logistically possible race weekends will consist of Qualifying and four races. Races will consist a Rolling Start, the procedure of which is published by AASA. The points accumulated by a competitor across a race weekend determines their finishing position for the round.

Grids will be a split format with the first starting Class B behind the last starting Class A vehicle. The first row of the Class A grid will be responsible for regulating the speed of the Rolling Start with a target speed of between 60 and 70 kph. It is the responsibility of all the following vehicles to drive in line with the vehicle next to them at roughly half a car length behind the vehicle they are following. It is the responsibility of all drivers to keep the grid formation as neat and symmetrical as possible in the lead up to green light racing conditions.

Grid position for both classes in Races 1, 2 and 3 will be progressive within the class. Grid position in both classes for Race 4 will be reversed within the class (eg. 1<sup>st</sup> place in Class A for Race 3 will start at the back of the Class A grid. Last place in Class A for Race 3 will start at the front of the Class A grid).

The competitor with the highest points accumulation for their respective class across a race weekend will win the weekend, be 1<sup>st</sup> on the race weekend podium and receive 1<sup>st</sup> place trophy/award.

The competitor with the 2<sup>nd</sup> highest points accumulation for their respective class across a race weekend will be 2<sup>nd</sup> on the race weekend podium and receive 2<sup>nd</sup> place trophy/award.

The competitor with the 3<sup>rd</sup> highest points accumulation for their respective class across a race weekend will be 3<sup>rd</sup> on the race weekend podium and receive 3<sup>rd</sup> place trophy/award.

Should 2 or more competitors finish a race weekend with the same amount of points, their final position for the weekend will be dictated by their qualifying times – fastest placed higher, slowest placed lower.

The points accumulated by a competitor across a calendar season determines their finishing position for the calendar season.



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The competitor with the highest points accumulation for their respective class across a calendar season will win the calendar season, be 1<sup>st</sup> on the calendar season podium and receive 1<sup>st</sup> place trophy/award.

The competitor with the 2<sup>nd</sup> highest points accumulation for their respective class across a calendar season will be 2<sup>nd</sup> on the calendar season podium and receive 2<sup>nd</sup> place trophy/award.

The competitor with the 3<sup>rd</sup> highest points accumulation for their respective class across a calendar season will be 3<sup>rd</sup> on the calendar season podium and receive 3<sup>rd</sup> place trophy/award.

Should 2 or more competitors finish a calendar season with the same amount of points, their final position for the calendar season will be dictated by their final position for the final race weekend – higher position placed higher, lower position placed lower.





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## 12 Version Control

<b>Version</b>	<b>Date</b>	<b>Comments</b>
V1		Original draft
V2	March 2019	Approved by AASA
V3	December 2019	Changes made to sections: 1, 2, 3, 4, 5,6, 7,11
V4	February 2020	Changes made to section 2
V5	June 2020	Changes made to section 2, 7,11