



## CLASSIC THUNDERSLOT TECHNICAL REGULATIONS

TECHNICAL REGULATIONS – THUNDERSLOT

**v. 01/2026**

### ALLOWED MODELS

They are all those in the Classic segment, with all the variants, produced by Thunderslot and present in the spare parts list.

Here are some templates and codes:

**Lola T70 MK III; Lola T70 Can- Am ; McLaren M6A\ M6B; McLaren Elva; 350 CAN-AM 1967**



## **1. Configuration**

**1.1** The permitted models will be those whose engine mount traction configuration is the original one ( sidewinder )

## **2. Maximum carriageway and general measures**

**2.1** The maximum width of the track (both rear and front) cannot exceed the width of the bodywork . Specifically, the wheels, complete with tyres, cannot protrude from the bodywork when viewed from above.

## **3. Frame**

They are all those of the Classic segment, with all the variants, produced by Thunderslot and present in the spare parts list, including those that will be produced later and included in the spare parts catalogue. Here are some templates and codes:

**Lola T70 MKIII grey chassis CHS001G and dark grey CHS001S**

**Lola T70 Can - Am grey chassis CHS002G and dark grey CHS002S**

**McLaren M6A /M6B grey chassis CHS003G and dark grey CHS003S**

**McLaren Elva grey chassis CHS004G and dark grey CHS004S**

**350 CAN-AM 1967 – chassis CA00601S\W and CA00602S\W**



**CH001B Black standard**  
**CH001G Grey Hard**  
**CH001S Dark Grey Extra Hard**

**3.1** The replacement of the original frame with all those produced and present in the spare parts catalogue ( of different hardness and colour) is permitted.

**3.2** The chassis may not undergo any modification or removal of material. Cleaning (light sanding) of printing burrs is permitted, and, where necessary, chamfering may be performed to allow for better tilting between the body and chassis, at friction points between the chassis and the engine cradle and/or bodyshell to facilitate sliding.

**3.3** The frame must bear the name of the driver or team he belongs to.

**3.4** Any adjustment screws may only be used in their designated location (front axle, body height, pick-up)

**3.5** The use of ballast on the frame is permitted.

**3.6** The bottom surface of the engine and frame must be coplanar.

**3.8** It is permissible to cover the screw wells with a small piece of adhesive.

#### **4. Engine mount**

These are all those produced by Thunderslot , with all the hardness variations and present in the spare parts list, including those that will be produced later and included in the catalogue:  
Here are some templates and codes:



**MS001B Black standard**

**MS001G Grey Hard**

**MS001S Dark Grey Extra Hard**

#### **code MTS001G and MTS001S...**

**4.1** The engine mount must be of the sidewinder type .

**4.2** All plastic engine mounts of different hardnesses listed in the spare parts list are permitted.

**4.3** The motor mount cannot be modified, except for printing burrs (where necessary chamfering to allow for better tilting) at the friction points of the frame and the engine cradle to facilitate sliding).

#### **5. Pick-up**



**5.1** All Thunderslot Pickup models are allowed

**5.2** It is permitted to thin the blade and remove material from the lower part.

**5.3** It is allowed to thin the blade height

**5.4** It is permitted to insert spacers into the pickup shaft to adjust the ride height or limit play.

## **6. Tires**



**6.1** The approved rear tyres are: SLICK RACING

cod. TYR004R – and those that will be produced in the future and included in the spare parts list

**a pair of tires will be provided by the organization under parc fermé regime**

**6.2** It is not permitted to glue the rear tires to the rims, nor to treat them with any liquid.

**6.3** The following rims may be fitted: **RMR003AL size 15.8 mm**

**6.3 The TYR003FR** front tires can be glued to the rims and turned. They must completely cover the rim surface. They may not be treated with any liquid.

## **7. Engine**

The permitted engine is: **Motor Mach 21500**

Motor Mach21500 rpm at 12 volts 175g/m DOUBLE SHAFT Code: **MTMACH21DS**

**The engine will NOT be provided by the organization under the parc fermé regime.**

The engine must be anchored to the engine support using screws placed in the appropriate holes



**7.1** It is allowed to cover the engine hole with tape, it is **NOT** allowed to remove the engine adhesive paper

## **8. Crowns**

**8.1** All SW type crowns present in the Thunderslot spare parts catalogue are approved

## **9. Pinions**

**9.1** Only the 11-tooth pinion (white) installed on the engine provided by the organizer is permitted (be careful, check that it actually has 11 teeth due to batch errors)

## **10. Axles**

**10.1** Any 3/32 axle manufactured by Thunderslot may be used ;

## **11. Wheels and hubcaps**

**11.1** Thunderslot rims code RMR003AL can be used

**11.2** At the start the wheel inserts must be installed

## **12. BODYWORK**

**12.1** The addition of Thunderslot Allen screws code SC2.5HEX is permitted for body adjustment to the frame through the 4 holes on the sides of the frame

**12.2** The minimum weight of the coupé body is 13 g. It is permitted to remove the passenger compartment, spare wheels, and wheel well, while for all spyders it is 13 g. It is not permitted to remove anything. In this case, the ballast must be applied under the cockpit/pilot area - using lead or tungsten paste, fixed with glue, tape or double-sided tape.

**12.3** Rear view mirrors on the front fenders may not be present

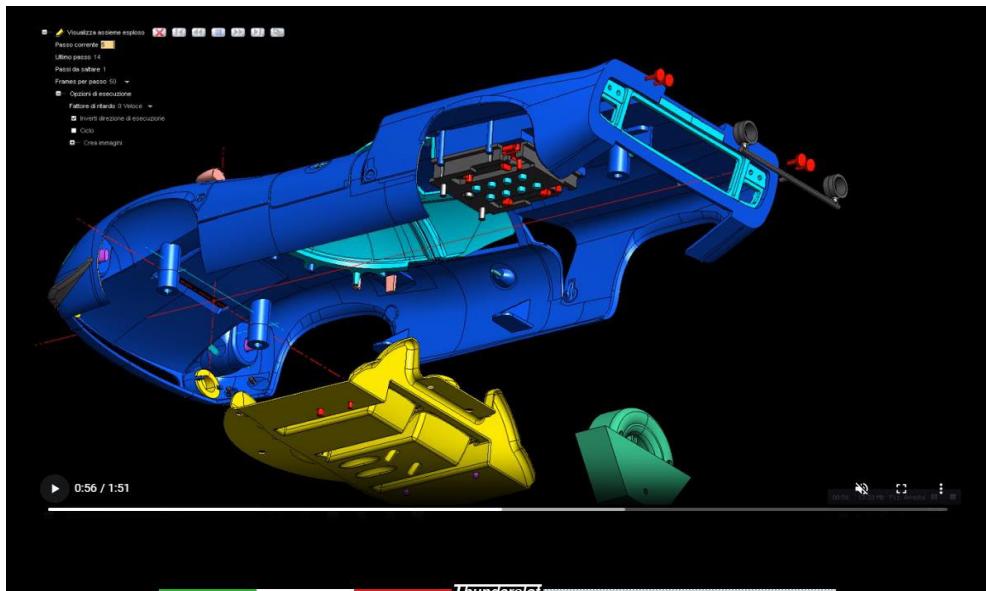
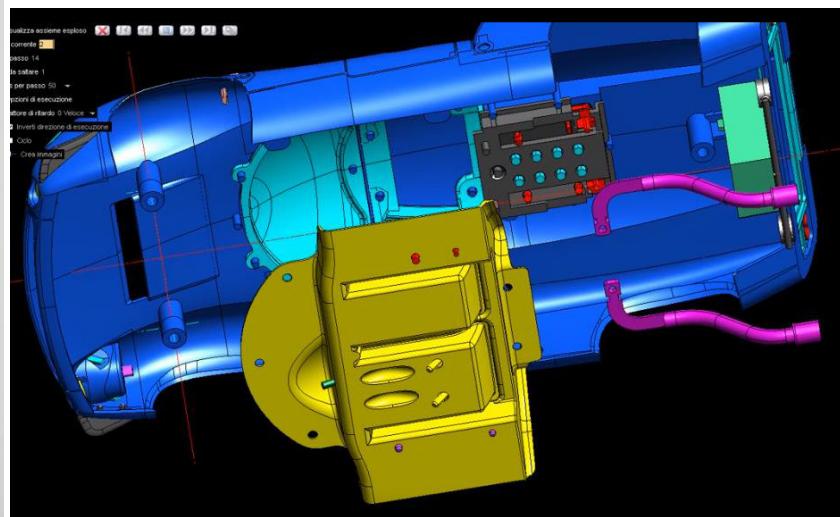
**12.4** The use of ballast on the frame is permitted, provided that it is secured with soft glue or double-sided tape. In any case, the addition of ballast must not in any way alter the frame's flexibility.

**12.5** It is permitted to shimmed the front columns of the carriage with spacers/shims up to a maximum of 1.5 mm to allow for better tilting . The anchoring seats to the frame with plastic tubes can be reinforced with non-metallic material.

**12.6** The removal of the dummy gearbox on the Lola Can- Am (where present) and the compensatory shimming of the column with a 1mm spacer is permitted.

**12.7** It is permitted to cut or retouch the seats of the fixing screws to the frame for correct coupling.

**12.8** If the white kit is used, the bodywork must be completely repainted



**12.9** The passenger compartment may be smoothed only in the areas of interference with the rear suspension elements which can produce friction and therefore reduce the efficiency of the suspended mass.

### **13. Suspensions**

#### **Thunderslot catalog**

**sponge SUSK004 or with helical springs and in particular soft SUSK005/S, medium SUSK005/ Ms and hard SUSK005/H – SUSK003-medium**

**13.1** All commercially available springs are permitted and must be installed only in the designated points of the frame and with the supports included in the Thunderslot catalogue kits ;

**13.2** It is permitted to modify (lengthen or shorten) the suspension springs.

**13.3** Any combination of Thunderslot suspension kit components may be installed (springs - sponges - shims).

## **14. Bushings / Bearings**

**14.1** Any bushings and bearings found in the Thunderslot spare parts catalog can be used and can be glued to the engine mount.

## **15. Screws - spacers**

**15.1** The screws and grains are free, metallic.

**15.2** Washers and spacers are free.

## **16. braids - cables - eyelets**

**16.1** The brushes (sliding contacts \ contact braids); the fixing eyelets; The type of connection with the power cables are free.

**16.2** It is not permitted to solder the wires to the braids

## **17. Ballast**

**17.1** It is permitted to weigh down the frame with ballast (lead or tungsten).

**17.2** It is permitted to weigh down the engine mount with ballast (lead or tungsten).

**17.3** The weights must not protrude from the perimeter of the frame and cannot have any function other than that of ballast.

## **18. Magnets**

**18.1** The use of magnets is not permitted.

NB: Anything that is not specified is to be considered PROHIBITED and that may be ambiguous or a source of subjective interpretations is deferred to the final decision of the management.