

## THUNDER SERIES RULES 2020

### GENERAL RULES

- 1: THESE RULES AND/OR REGULATIONS WILL APPLY TO ALL THUNDER SERIES SANCTIONED EVENTS
- 2: THUNDER SERIES OFFICIALS SHALL HAVE FULL AUTHORITY OVER SANCTIONED EVENTS, AND IN THE EVENT OF ANY DISPUTE, THE HEAD OFFICIAL'S DECISION WILL BE FINAL
- 3: ALL CARS ARE SUBJECT TO BE INSPECTED BY THUNDER SERIES TECHNICAL INSPECTORS AT ANY TIME DURING THE EVENT
- 4: **THE SERIES RESERVES THE RIGHT TO CONFISCATE ANY SUSPICIOUS, OR DEEMED ILLEGAL, COMPONENTS**
- 5: THUNDER SERIES OFFICIALS RESERVE THE RIGHT TO ALTER OR AMEND THESE RULES AND/OR REGULATIONS IN THE INTEREST OF FAIR COMPETITION.

### SAFETY

**DRIVER SAFETY IS THE DRIVERS RESPONSIBILITY! THIS IS NOT THE AREA OF THE RACE CAR TO TRY TO SAVE MONEY.**

**1: ALL CARS MUST HAVE 3" SEAT BELTS WITH SHOULDER HARNESS, AND MUST BE ATTACHED TO ROLL CAGE. 2 YEARS MAXIMUM AGE RECOMMENDED. 5 YEARS MAXIMUM**

**2: COMPLETE FIRESUIT MANDATORY. UP TO DATE NO HOLES**

**3: GLOVES AND RECOMMENDED**

**4: FIRE SUPPRESSION RECOMMENDED. IF NO FIRE SUPPRESSION YOU MUST HAVE A WORKING FIRE EXTINGUISHER IN THE CAR WITHIN REACH OF THE DRIVER.**

**5: HEAD AND NECK RESTRAINT AND/OR CONTAINMENT SEAT RECOMMENDED.**

### MEMBERSHIP AND ENTRY FEES

**1. ALL DRIVERS PARTICIPATING IN THUNDER SERIES SANCTIONED TRACKS AND EVENTS MUST PURCHASE AN ANNUAL MEMBERSHIP AT A COST OF \$75 PER YEAR. THIS MEMBERSHIP MAKES THE DRIVER ELIGIBLE FOR ANY THUNDER SERIES POINTS FUND MONIES AND CONTINGENCY AWARDS**

**2: ANY DRIVER PARTICIPATING IN A THUNDER SERIES EVENT THAT IS NOT A MEMBER WILL BE REQUIRED TO PAY A \$15 ONE NIGHT TEMPORARY MEMBERSHIP FEE.**

### EVENT CONDUCT AND PENALTIES:

1. UNDER GREEN FLAG OR CAUTION FLAG CONDITIONS, THE SERIES DIRECTOR RESERVES THE RIGHT TO INVOKE PENALTIES AND/OR SUSPENSIONS OF ANY DRIVER WHO'S ACTIONS ARE DEEMED TO BE OVERLY AGGRESSIVE, OR FALL INTO THE CATEGORY OF ROUGH DRIVING.

2. DRIVERS WILL BE NOTIFIED OF PENALTIES THAT HAVE BEEN LEVIED BY THE SERIES DIRECTOR. ALL DECISIONS SHALL BE FINAL

3. NOTE: THIS RULE IS NOT INTENDED TO ELIMINATE COMPETITION OR ACCIDENTAL CONTACT. HOWEVER, IT IS INTENDED THAT DELIBERATE CONTACT AND/OR OVER-DRIVING WILL BE PENALIZED

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4. ANY COMPETITOR THAT VERBALLY ABUSES A SERIES OFFICIAL BY USING PROFANE AND/OR DISRESPECTFUL LANGUAGE IS SUBJECT TO A FINE OF \$100 FOR THE FIRST OFFENSE. A \$300 FINE AND ONE-RACE SUSPENSION AND LOSS OF POINTS FOR THE SECOND OFFENSE. MORE THAN TWO OFFENSES AND THE COMPETITORS WILL BE SUBJECT TO A ONE MONTH OR MORE SUSPENSION AND LOSS OF POINTS

5. ANY PHYSICAL CONFRONTATION, EITHER ON THE RACE TRACK OR IN THE PITS, WILL RESULT IN THE AGGRESSOR OR AGGRESSORS BEING SUSPENDED FOR ONE RACE; A LOSS OF POINTS; AND COMPETITOR WILL BE FINED \$300 FOR THE FIRST OFFENSE. A SECOND OFFENSE WILL INCUR A SUSPENSION FOR THE REMAINDER OF THE SEASON, AND A MINIMUM \$500 FINE.

6. ANY DRIVER WHO ENTERS ANOTHER DRIVER'S PIT AREA WILL BE DEEMED THE AGGRESSOR. AWAY FROM EITHER DRIVER'S PIT AREA, BOTH DRIVERS WILL BE CONSIDERED AGGRESSORS. DRIVERS SHOULD BE AWARE THAT THEY WILL BE HELD RESPONSIBLE FOR ANY MEMBERS OF THEIR RACE TEAM, AND THE ABOVE PENALTIES WILL APPLY EVEN IF THE DRIVER CONCERNED IS NOT DIRECTLY INVOLVED.

7. ANY INCIDENTS THAT OCCUR DURING THE LAST FIVE EVENTS OF THE SEASON COULD RESULT IN PENALTIES BEING APPLIED AT THE BEGINNING OF THE FOLLOWING SEASON.

8. ANY INCIDENTS THAT ARE JUDGED TO BE DELIBERATE ACTS OF AGGRESSION, WHETHER ON OR OFF THE TRACK, UNDER GREEN OR CAUTION, WILL RESULT IN DISQUALIFICATION AND A MONETARY FINE TO BE DETERMINED BY SERIES OFFICIALS.

9. SERIES OFFICIALS RESERVE THE RIGHT TO INCREASE THE ABOVE PENALTIES, DEPENDING ON THE SEVERITY OF THE INCIDENT

### ENGINE RULES:

1. CHEVROLET PERFORMANCE PART NUMBER 88958602/19258602
2. THE SEALED ENGINES MUST REMAIN INTACT AND NOT BE TAMPERED WITH. ANY SEALS THAT HAVE BEEN REMOVED OR TAMPERED WITH WILL MAKE THE ENGINE ILLEGAL AND NOT ELIGIBLE FOR COMPETITION. THE PENALTY FOR ANYONE TAMPERING WITH SEALS, MODIFYING ANY INTERNAL ENGINE PARTS, OR CHANGING THE PARTS FROM STOCK AS DELIVERED SEALED FROM THE FACTORY WILL BE SUBJECT TO EXPULSION FROM RACING WITH ANY THUNDER SERIES SANCTIONED EVENT FOR THE REMAINDER OF SEASON AND FUTURE SEASONS.
3. ANYONE RUNNING A RESEALED ENGINE WILL BE REQUIRED TO CARRY A PENALTY OF 50 POUNDS. 25 WILL BE REQUIRED TO BE IN FRONT OF THE RACK AND THE OTHER 25 WILL BE REQUIRED TO BE IN FRONT OF THE MOTOR PLATE. THIS CAN AND WILL BE TAKEN OFF AND WEIGHED.
4. IN THE EVENT OF SOMETHING LIKE A LIFTER BUSTING OR BUSTING AN OIL PAN WE WILL HAVE THUNDER SERIES SEALS THIS YEAR SO WE CAN RESEAL SOMEONE'S ENGINE. AT ANYTIME IF A HEAD OR TIMING COVER HAS TO COME OFF THE 50 PENALTY WILL HAVE TO BE ENFORCED
5. NO CHANGES ARE ALLOWED TO THE ENGINE – INCLUDING BUT NOT LIMITED TO INTAKE MANIFOLD, HEADS, VALVE COVERS, FRONT COVER, OIL PAN, HARMONIC BALANCER, OR ANY OTHER PART/OR PARTS ON/OR IN
6. NO VACUUM PUMPS
7. ALL CRATE ENGINES MUST REMAIN STOCK AS THEY CAME SEALED FROM THE FACTORY. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED, OR CHANGED FROM FACTORY SPECS
8. THERE WILL BE A \$1000 PROTEST ON A CRATE ENGINE. IN THIS EVENT IF IT IS A GM SEALED ENGINE THE SERIES WILL PROVIDE OUR THUNDER SERIES SEALS TO RESEAL THIS ENGINE AND

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THE WEIGHT PENALTY WILL NOT BE ADDED AS LONG AS THE ENGINE IS DECLARED LEGAL. \$800 WILL GO TO THE ONE PROTESTED \$200 WILL GO TO THE SERIES

9: THERE WILL BE A \$3800 CLAIM RULE ON A CRATE ENGINE. IF YOU CLAIM THIS ENGINE YOU ARE NOW RESPONSIBLE FOR THIS ENGINE

### **CARBURETOR RULES:**

- 1: ONE 650 4 BARRELL CARBURETOR
- 2: ENGINE MUST BE NATURALLY ASPIRATED
- 3: MAY USE ONE 1 INCH, ONE PIECE, CARBURETOR SPACER (.040 TOLERANCE MAXIMUM) AND TWO STANDARD PAPER GASKETS (MAXIMUM 0.070 INCH THICK); ONE GASKET BETWEEN INTAKE TO SPACER AND ONE GASKET BETWEEN SPACER TO CARBURETOR
- 4: WILL BE CHECKED WITH THE GO NO GO GAUGES.
- 5: NO SUPER BOWLS OR ICT BOOSTERS
- 6: ALL CARBURETORS MUST HAVE CONVENTIONAL STYLE FLOATS ALONG WITH NEEDLES AND SEATS. NO INDIVIDUAL CYLINDER TUNING OR EQUIVALENT ALLOWED.
- 7: ALL CARBURETORS MUST HAVE CONVENTIONAL "HOLLEY STYLE" STRAIGHT OR DOWN LEG BOOSTERS.

### **DISTRIBUTOR RULE:**

1. **MSD IGNITION SYSTEM. NO CRANK TRIGGER, DISTRIBUTORLESS MULTI-COIL, OR MAGNETO IGNITION SYSTEM. 6AL OR 6ALN, or MSD 6CT IGNITION BOX ALLOWED. (NO 6CT PRO) MUST BE A 6300 CHIP OR SET AT 6300.**
2. NO ELECTRONIC TRACTION CONTROL DEVICE
3. CAN RUN HEI TYPE DISTRIBUTOR BUT MUST HAVE SOFT TOUCH BOX WITH 6300 CHIP.
4. IF YOUR CAR HAS TWO MSD BOXES IT MUST HAVE A 6300 CHIP IN EACH BOX NO MATTER WHAT.
- 5: **\$325 CLAIM RULE ON THE MSD BOX**

### **STARTER RULE:**

1. ALL CARS MUST HAVE WORKING STARTER

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### EXHAUST RULES:

1. COLLECTOR TYPE HEADERS REQUIRED. MUST HAVE FOUR (4) TUBES INTO ONE (1) COLLECTOR OF A CONSISTENT DIAMETER
2. MUFFLERS NOT REQUIRED UNLESS TRACK MANDATED. *IF/WHEN MANDATED: MUFFLERS MUST HAVE SOME TYPE OF INTERNAL NOISE DAMPENING CHARACTERISTICS (BAFFLES, EXTRUDED HOLES, SCREEN, CHAMBERED, ETC.) MUFFLERS MUST MEET LOCAL SPEEDWAY'S NOISE DECIBEL REQUIREMENTS. EXTERNAL MUFFLERS ONLY.*
3. NO TRI-Y HEADERS
4. \$350 CLAIM RULE ON HEADERS. IF MUFFLERS ARE WELDED TO HEADERS THAT IS ONE PIECE AND MUFFLERS GOES WITH THE HEADERS IF THEY ARE BOLTED TOGETHER YOU CAN KEEP THE MUFFLERS.

### WATER PUMP

**1: CAST OR ALUMINUM PERMITTED. STOCK MOUNTED WATER PUMP AND FANS ONLY. NO ELECTRIC FANS**

**2: NO ELECTRIC WATER PUMPS.**

### FUEL:

**1: 93 PUMP GAS OR 110. NO MIXING OF ANY FUELS. NO E-85. NO ALCOHOL OR METHANOL. ANY OTHER FUEL WILL HAVE A WEIGHT PENALTY ADDED AT SERIES DISCRETION.**

### SUSPENSION:

1: LATE MODEL SUSPENSIONS ONLY. NO SPRING LOADED OR SHOCK TYPE 4 BAR RODS. ONLY STANDARD SOLID BAR 4 BAR RODS. NO TORSION BAR FRONT OR REAR SUSPENSION. SWAY BAR OK

2: ONE (1) COIL SPRING PER WHEEL. FLAT HELPER SPRING OK. NO STACK SPRINGS ON ANY CORNER INCLUDING 5<sup>TH</sup> COIL. ONE RUBBER BUMP STOP ALLOWED ON RIGHT FRONT ONLY. **MAY CUT**

3: WE WILL BE GOING BY THE DROOP RULE THAT THE SOUTHERN NATIONALS SERIES OF RAY COOK WILL BE USING. RULES AS FOLLOWS

**1A: 15 INCH MAX HEIGHT AT TOP OF NOSE PIECE (RF CORNER)**

2A: SOLID ADJUSTABLE DROOP LIMITERS PERMITTED MUST BE METAL CONSTRUCTION ONLY: CHAIN ONLY. **AXIL BRACKET MUST BE SOLID WITH NO MOVING PARTS. BRACKET MUST BE ON TOP OF REAREND.**

**3A: PRERACE TECH HEIGHT MUST BE BETWEEN 37" AND 39" (NO TOLLERANCE) T-BAR MUST BE STRAIGHT.** DECK HEIGHT WILL AND CAN BE CHECKED ANYWHERE ACROSS THE BACK OF THE CAR.

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**4A: POST RACE TECH MUST BE NO HIGHER THAN 47" (1 INCH TOLLERANCE) WILL MEASURE 6 INCHES FROM LEFT SIDE OF T-BAR.**

**5A: LEFT REAR TIRE WILL BE ADJUSTED TO 6 POUNDS OF AIR**

6A: CAR WILL BE MEASURED WITH THE LEFT REAR JACKED UP (BEHIND THE AXIL TUBE UNDER THE UNDER SWUNG) IN THE AIR UNTIL THE LEFT REAR WILL TURN FORWARD AND BACKWARD

7A: CAR MUST HAVE A FRAME (UNDERSWUNG) ON THE LR BETWEEN THE BELL OF THE REAREND AND THE BIRDCAGE WITH A JACKPEG OR WEIGHT CLAMP BOLTED ON FOR THE JACK TO LIFT THE CAR

**8A: CHAIN MUST BE TIGHT WHEN THE CAR IS JACKED UP FOR INSPECTION. MUST HAVE CHAIN.**

9A- NO TYPE OF PADS WITH ANY GIVE ON TOP OF UNDERSWUNG BAR.

10A-IF RUNNING CHAIN LIMITER ON RIGHT REAR MUST UNHOOK BEFORE CHECKING DROOP.

NOTE: IF T-BAR IS BENT INSPECTOR WILL USE A STRAIGHT EDGE ACROSS BACK OF CAR TO MAKE THE BEST CALL. IF CAR DOES NOT HAVE UNDER SWUNG BAR TECH WILL USE BEST JUDGEMENT TO TECH.

4: ONE SPRING RUBBER PER CORNER

### SHOCKS:

1: OIL SHOCKS (SPLIT VALVE PERMITTED) OR GAS SHOCKS PERMITTED. NON ADJUSTABLE/ NON CANNISTER ONLY. NO AIR SHOCKS ALLOWED.

**1A- NO EXOTIC BIULT SHOCKS- 6 INCH BODY MEANS 6 INCH SHAFT 7 INCH BODY MEANS 7 INCH SHAFT. NO INTERNAL BUMPS**

**1B- THE NEW AFCO CRATE SPEC SHOCK SERIES PACKAGE WILL BE ELIGIBLE WITH A 25 POUND WEIGHT BREAK TO ANYONE RUNNING THESE SHOCKS (THIS MEANS ALL SHOCKS ON THE CAR TO RECEIVE THE WEIGHT BREAK).**

2: THERE IS A \$200 BUY RULE PER SHOCK. ALSO YOU CAN ADD \$150 AND BUY THE COMPLETE ASSEMBLY (LESS SHOCK COVER). MUST BE IN THE TOP 5 TO BUY. IF YOU REFUSE ANY CLAIM YOU WILL BE DISQUALIFIED AND LOOSE ALL POINTS AND SUBJECT TO SUSPENSION AND/OR FINE. THIS PROCESS WILL BE WATCHED BY TECH MAN AND THE PERSON BUY SHOCK. IF RUNNING THE SPEC SHOCK PACKAGE THE SERIES HAS THE RIGHT TO SWAP OUT ANY SHOCK ON THE CAR WITH A NEW ONE.

3: ONE SHOCK PER CORNER EXCEPT LEFT REAR. YOU MAY RUN A DRIVE SHOCK.

### TRANSMISSION:

1: FIRST GEN STYLE BERT-BRINN-FALCON TRANSMISSIONS ALLOWED. **ONE SHIFTER TRANSMISSIONS ARE ALLOWED WITH A 25 POUND WEIGHT PENALTY.**

2: NO STRAIGHT DRIVES OR IN AND OUT BOXES.

3: IF RUNNING BALL SPLINE TRANSMISSION CARBON FIBER DRIVESHAFT MANDATORY.

### DRIVESHAFT:

1: CARBON FIBER ALLOWED AND RECOMMENDED FOR SAFETY.

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### REAR END:

1: STANDARD QUICK CHANGE REAR END PERMITTED. NO TITANIUM OR EXOTIC MATERIALS AXLES, SPOOLS, GEARS, OR OTHER MATERIALS INSIDE REAR END. NO SMALL TIGER REAR ENDS.

### BRAKE RULES:

1. STEEL BRAKE ROTORS ONLY. NO CARBON FIBER BRAKES. NO TITANIUM BRAKES OR OTHER EXOTIC MATERIAL BRAKE SYSTEMS

### TIRES:

1: HOOSIER SPEC 1350 WITH 1600 SPEC OPTION ON RIGHT REAR ONLY

AMERICAN RACER SPEC 48 WITH 56 SPEC RIGHT REAR OPTION ONLY

2: NO CHEMICALS: TIRE PROTEST IS \$125 PER TIRE AND WILL BE SENT TO A LAB FOR RESULTS. LAB RESULTS ARE FINAL. ACCEPTANCE FEE IS \$125 PER TIRE. WE WILL CUT TIRE WITH A GROOVING IRON BLADE AND TAKE TWO SAMPLES FROM EACH TIRE TO SEND OFF. IF TIRE SAMPLE COMES BACK WRONG YOU WILL LOOSE YOUR MONEY AND POINTS FROM THAT RACE AND YOUR ACCEPTANCE FEE MONEY. THERE WILL BE OTHER RACE PENALTIES TO BE DETERMINED BY SERIES.

3: WILL PUNCH TIRES AT ANYTIME ANY TIRE PUNCHING BELOW WHAT WE FIND TO BE A NORMAL PUNCH CAN BE SAMPLED AND SENT TO A LAB FOR FURTHER TESTING. **MAY PUT A NUMBER PUNCH RULE IN BY FIRST OF THE YEAR.**

4: **MAY CUT CROSS BARS IN EXITING BLOCKS WITH A NUMBER 1 BLADE. NO SIPING.**

### WHEELS:

1: STANDARD 15X14 INCH WHEELS.

### MIRRORS:

**1: NO MIRRORS.**

### RADIOS:

**1: NO RADIOS**

### BODY:

1: MUST FOLLOW FASTRAC BODY RULES

### WEIGHT: AND WEIGHT BREAKS

1: BASE WEIGHT IS 2425

2: ON BOARD FIRE SYSTEM GET 25 POUND WEIGHT BREAK

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- 3: 1 POUND PER LAP BURN OFF FOR FEATURE RACE ONLY
- 4: WE WILL WEIGHT BY THE SCALES AT EACH TRACK. (5 POUND TOLERANCE)
- 5: **NO WEIGHT BREAKS FOR CONTAINMENT SEATS OR NECK RESTRAINTS ANYMORE**

### **Hobby Rules:**

#### **Frame & Chassis:**

- A. Automotive frames permitted
- B. Automotive snout must include: cross member, spring pockets, horns, and attaching rail as one complete unit as it was assembled at the factory. May trim spring pockets for clearance of racing springs and spring buckets.
- C. Wheelbase of 103" on snout frames or stock for make and model on stock frame

#### **Suspension:**

- A. Coil over springs permitted on rear. Outboard on front. No coil-over on front.
- B. Jack bolts, racing springs, and racing shock permitted (4" min. spring.)
- C. Racing leaf springs permitted – steel or fiberglass on rear (one type only)
- D. Bottom A-Frame must be stock – no shortening or lengthening allowed
- E. Top A-Frame may be tubular, but only be adjustable at the mounting plates to frame
- F. Any GM or Ford spindle or racing spindle permitted
- G. Front spring pockets must be in original location
- H. No 5<sup>th</sup> coils. Air shock permitted
- I. Lift bars permitted. Fiberglass/ pan hard bar/ solid rubber biscuit permitted
- J. Coil over eliminators permitted

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- K. 3-link hook up/ no 4 link hook-ups.
- L. Split valve steel shocks permitted (steel or aluminum)
- M. No gas shocks permitted

### **Steering:**

- A. Rack and pinion permitted
  - B. Power steering permitted
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- A. Number 1 spark plug of Chevrolet must be no more than 2" to the center of top ball joint
  - B. Number 1 spark plug of Ford "302" & "351" must be no more than 4" to the center of top ball joint

### **Heads:**

- A. Cast iron ONLY
- B. Straight plug heads or angle plug heads permitted
- C. Vortec or 300lbs heads permitted
- D. Approved stock replacement heads permitted
- E. Double springs
- F. Roller rockers permitted. No shaft rockers
- G. Screw in studs and guide plates permitted
- H. Stud girdles permitted
- I. No more than three angle valve job
- J. No porting, polishing, or port matching

### **Intake:**

- A. Aluminum intake permitted
- B. Single carburetor type only
- C. No porting, polishing, or port matching
- D. No homemade intakes allowed

### **Carburetor:**

- A. Only Holly four barrel only, no more than 750cfm permitted
- B. H.P. carburetor permitted. No special production
- C. No matching, porting, or polishing
- D. Choke housing may be removed cut must be consistent with top ring of carburetor



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- E. 1" carburetor spacers allowed
- F. Maximum of two .060 gaskets allowed

### **Headers:**

- A. Any type permitted, but must run parallel to ground
- B. Mufflers required

### **Rear End:**

- A. Stock type rear end or equivalent
- B. May be locked
- C. Quick-change rear ends permitted

### **Transmission:**

- A. OEM standard production 3 or 4 speed permitted
- B. Must have 1 forward and 1 backward gear
- C. Bert or Brinn permitted

### **Body:**

- A. Ultimate, SAS, SESS, Fastrak, rules apply

### **Bumpers:**

- A. Must be track approved
- B. No sharp or exploded edges
- C. Bracing permitted

### **Engine:**

- A. 362 cubic inches maximum
- B. Flat top pistons
- C. Any hydraulic or solid lift cam permitted, no roller cams
- D. Lifter valley may be polished
- E. Headers permitted, exhaust must exit parallel to ground
- F. Any stock, steel, or cast crankshaft permitted, stock stroke for motor
- G. Stock appearing rods permitted, no H-beam, or billet rods permitted 6.0" maximum
- H. Any wet sump oil pan permitted, internal pump only
- I. Engine may be balanced, crankshaft must appear stock except for drilling or welding for balancing

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- J. No ground or knife-edge counter weights permitted
- K. Sealed crate 602 allowed

### **Engine Placement:**

- C. Engine and drive line must be in center of car, half the distance of the ball joints

Flywheel and clutch:

- A. Z-28 flywheel permitted
- B. Little Clutch permitted

### **Ignition:**

- A. Factory electronic or HEI. MSD OK

### **Racing**

- B. Coil permitted
- C. Add-on boxes and rev-limiters legal

### **Wheels:**

- A. Bead lock permitted
- B. 14 inch wheel maximum
- C. Steel and aluminum wheel allowed

### **Tires:**

- A. Hoosier 1350 spec or economy/ American Racer spec 48/48 open/ Hoosier FT 200. Grooving allowed no siping. No softening
- B. Optional – 1600 spec/1600 economy/ American racer spec 48/48 open/ Hoosier FT 400 on the right rear

### **Weight:**

- A. 2600 lbs.

### **Numbers:**

- A. Must be 18” high and on each door
- B. Must be visible and legible from scoring tower

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