

**2018 Thunder Mountain Speedway
R&M Motorsports
General Rules / Race Procedures**

DISCLAIMER

1. Thunder Mountain Speedway is private property. Spectators and participants are welcome to attend the activities at the facility for entertainment purposes, the track reserves the right to remove person(s) causing a disturbance or interference with the entertainment on said property.
2. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from the publication of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and in no way a guarantee against injury or death to a participant, spectator, or official.
3. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alterations of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.
4. It should be understood a rule cannot be written for every eventuality or circumstance and that continuous developments in racing may necessitate changes. Therefore, conditions not specifically covered may necessitate updating, modifying, adding to or deleting rules. Also, exceptions to the rules may be made, on a temporary basis, at the discretion of Thunder Mountain Speedway Management. Because it is not addressed do not assume it is legal.
5. Only towing vehicle, trailer and racecar are allowed in pits during the running of the races. No personal vehicle permitted in the pit area for any reason. (No

exception) Anyone not complying with this rule will not be able to race until the compliance is met. Vehicles including towing equipment, wreckers, push trucks and all other equipment located in the pit area or restricted area are NOT covered by insurance.

6. Everyone who enters the pit area, or participates in competition promoted by Thunder Mountain Speedway does acknowledge, represent and warrant that he/she has read, understands and agrees to abide by the rules in their entirety. Permission to participate or enter grounds shall constitute acceptance of same. Drivers/owners are urged to share these rules with their crew members. Ignorance will not be tolerated as an excuse. These rules are effective upon publication by Thunder Mountain Speedway, regardless of when a person is subject to the rules or receives actual notice of the rule(s).

7. Drivers are independent contractors assuming all responsibility for money received as a result of their activities including but not limited to income taxes, FICA, other withheld taxes, and workman's compensation. Drivers/owners are not employees of Thunder Mountain Speedway. Drivers/owners agree that they, heirs, and assigns will be entitled to the benefits of the competitor accident policy procured by Thunder Mountain Speedway for accidental injuries or death, which are the results of external, violent, and visible means sustained in speedway activities. The competitor accident policy shall constitute the limit of liability of Thunder Mountain Speedway for such injuries occurring to the driver in speedway activities, and driver unconditionally release and indemnify Thunder Mountain Speedway, regardless of the nature of injury or death.

8. In consideration of entering into any of the scheduled events, car owners, drivers, pit-crew or sponsors, agree to permit Thunder Mountain Speedway and its assigned, the use of their names ,pictures, videotapes, in any manner of advertising and before and after any event and to Relinquish all rights without further compensation publicity.

9. All rules and points will be in effect on opening night for the all divisions. Every car is allowed one race to get up to specs provided it is not a safety or performance infraction.

GENERAL RULES AND PROCEDURES

Social Media

1. R&M Motorsports/Thunder Mountain Speedway recognizes your right to express your opinions, good or bad, on social media. However, all Drivers, Pit Crew Members, and Team Owners must be advised that any type of threat or disparaging remarks against Track Officials, Personnel, or any other Drivers or Pit Crew Members WILL NOT BE TOLLERATED!

2. Any action by a Driver or Pit Crew Member that appears to be the execution of a threat will result in penalties via suspension and/or fines against the Driver or Car Owner. REMEMBER the Driver is responsible for the conduct of all of his/her Pit Crew Member!

3. Any Driver or Team Owner that disparages Thunder Mountain Speedway in any publication (including messages boards, social media, etc.) maybe suspended for a minimum of an event or suspended for the rest of the race season!

Social Media Disciplinary Actions:

- First offence – One Week Suspension
- Second offence – Two Week Suspension
- Third offence –Banned for remainder of race season, loss of ALL driver points.

DRIVERS AGE REQUIREMENT

1. Drivers must be at least 16 years of age to compete in all divisions. Those who are 16-17 must sign the Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement at each race event.

Note: Drivers that do not meet this age requirement are required to request an exception to policy from the track management.

AGE LIMITATIONS (Pit Area)

1. For minors (anyone under the age of 18) who aren't participating in the racing events, but are entering the pit area, a parent or guardian accompanying the minor will have to sign the consent form and minor will be required to sign The Minor Assumption of Risk and Release on a nightly basis, this must be approved at the track office or by Thunder Mountain Speedway management)

PIT AREA

1. All persons entering the pit area must read, understand, and sign the Release and Waiver Liability, Assumption of Risk, and Indemnity Agreement.
2. Every person entering the (Pit Area) must personally sign all releases. Pit passes (wristbands) must be worn by everyone who enters the pit area and must remain visible at all times. Anyone caught illegally entering pits & cannot produce an authorized pit pass will be immediately ejected from track and will not be allowed to enter the pit area at all that race night. Thunder Mountain Speedway management/officials reserve the right to ask for proof of admission any time. Once a person has paid entry into and has entered the pit area, there shall be NO PIT REFUND. (This is compulsory for insurance purposes and your safety)
3. Credentials/passes may only be used by the person to whom they are assigned. Thunder Mountain Speedway reserves the right revoke any credentials or passes anytime at the discretion of Thunder Mountain Speedway management.
4. All payoffs will be made payable after the events are over to the payee of record. ID required to pick up check. Each competitor/owner must sign and return the W-9 tax information on their registration form to Thunder Mountain Speedway management before their winnings will be paid. Thunder Mountain Speedway will mail the person or corporation designated on the Form W-9 a Form 1099 by January 31 of the following year if the person or corporation earned a minimum of \$600.00 during the year, as required by the IRS.
5. Thunder Mountain Speedway management/officials reserve the right to inspect all vehicles and trailers entering the pit area. If anyone is found in the vehicle/trailer who has not signed in, the person who did not have the proper pit pass will not be allowed to enter the pit area at all that race night (FIRST OFFENSE) the driver/owner will receive a verbal warning (SECOND OFFENSE) the vehicle/trailer will be rejected from the grounds and all monies paid will be forfeited with no recourse and the race car will be barred for the remainder of the season.
6. No two-way radios, electronic communications, mirrors, scanners, no on-board computers or any computer adjustable devices allowed.

7. Thunder Mountain Speedway management/track officials will conduct inspections at the beginning of the race season and throughout the year. All cars and drivers are subject to inspection at anytime. All cars entered must be free from mechanical defects And in safe racing condition. Race cars must comply with class or division rules for which it is entered. If track Officials inspect and pass a racecar, Thunder Mountain Speedway does not certify that the racecar is free from mechanical defect or in safe racing condition. Track Officials do not inspect a race car; such non-inspection does not constitute certification by the Speedway that the racecar is free from mechanical defect or in safe racing /condition. No car deemed unsafe or illegal by a track official or tech inspector will be allowed on the track at any time. If a car has been found illegal, upon his next visit to the speedway, the car will be teched prior to the racing events. Only suitable cars will be approved for competition. Cars deemed illegal will not participate. Any car caught illegal receives NO MONEY OR POINTS for that night. Thunder Mountain Speedway management/ track officials reserve the right to reject any car and/or driver without recourse.

8.The driver and owner assumes responsibility for all actions of pit crew, sponsors, and themselves at all times and shall be the sole spokespersons for the car and crew in any and all matters pertaining to the race and with officials in charge, If the driver is also the owner, only he/she will be the sole spokesperson.

9. Anyone taking part in discourteous conduct or causing a disturbance in public may be disqualified or may be subject to any other discipline deemed appropriate by Thunder Mountain Speedway management/officials. This suspension excludes any cancellations.

10. Any suspension(s) on the final night of racing will carry over to the next year. Crew members are also subject to suspension that may possibly carry over to the driver at the discretion of the Thunder Mountain Speedway management/officials. In the event of a suspension during a sanctioned event, the suspension will carry over to the amount of weeks deemed necessary by track management for his or her division. It will be up to the sanctioning body to determine any additional penalties over and above Thunder Mountain Speedway decision.

11. Anyone leaving his or her pit area to go to another pit area to cause a disturbance will be punished by Thunder Mountain Speedway management for whatever way is deemed necessary.

12. Verbal abuse, fighting or assault on any participants/official on premises at anytime is strictly time prohibited, offender(s) will be subject to possible suspension, ejection or disqualified from the event by track management for whatever period of time is deemed necessary. Any driver that is disqualified from any event will forfeit any pay and points that they may receive for that night.

13. Firearms and any type of weapons are absolutely prohibited at all times on the grounds of Thunder Mountain Speedway, as the facility is private property. At any time, the display of any type of weapon or threat of bodily harm will result in permanent suspension

14. It is the policy of Thunder Mountain Speedway to provide safe, clean, competitive racing. Any driver, who in the opinion of Thunder Mountain Speedway management, race director/officials is driving rough, i.e. being overly aggressive, appears to be intentionally causing contact between his car and another, etc. will be penalized at Thunder Mountain Speedway management, discretion and can range from being docked spots at the finish, being put to the rear of the field, disqualified from the race completely as well as subsequent races that night, and/or suspended. Drivers called for rough driving will be charged with a caution no matter if he or she stops or not. This rule applies hot laps, to preliminary events, features and/or off the track

15. Threats of retaliation on the speedway will be considered assault with a deadly weapon and grounds for prosecution. If this is heard by track officials, Thunder Mountain Speedway Management has the right to bar the driver from competing for the remainder of the night or from future events

16. No alcoholic beverages are permitted in the pits at any time prior to or during a racing event. Absolutely no intoxicating drugs will be permitted on the entire grounds of the Thunder Mountain Speedway. Any participant suspected of narcotic and/or intoxicant use may be subject to testing. Failure to comply with this rule by any person(s) will result in immediate suspension from that day's event and may result in suspension to future events at Thunder Mountain Speedway. Anyone found to be under the influence, or in possession of any intoxicating drug will be turned over to law enforcement. Drivers/owners are responsible for crew members. Any crewmember caught using alcoholic beverages and/or drugs will result in driver/owner being disqualified from that day's event. Any injured competitor that was determined to be legally intoxicated will result in a denial of insurance benefits. No exception to the rule.

17. Absolutely no profane signs or derogatory comments allowed on race cars. Anyone who does so will not be permitted to race until it is removed.

18. No driver, car owner, or crew member will have any claim for damages or expenses against the promoter or any track official by reasons of disqualification, damages to the car, or injuries to the driver. All parties agree that the track grounds are considered safe if they take part in the event. The driver further acknowledges that the driver is aware that auto racing involves risks and that by competing in an event, the driver assumes these risks with full awareness and knowledge.

19. An approved racing helmet with goggles or face shield, flame retardant uniform with gloves (highly recommended), and competition quick-release harness with shoulder straps must be worn and be fastened at all times while on the track or in the pits. A full-face helmet is highly recommended (Snell 2005). Sprint Cars will not be pushed off unless the driver is wearing a helmet and is fully suited-the same goes for any car under power.

20. Each car will furnish their own fire extinguishers. Each extinguisher should be kept fully charged at all times. Each pit area will also have an extinguisher located either within the hauler or in the trailer. It is highly recommended that drivers carry an on board extinguisher as well. A 10-lb. ABC type extinguisher is the minimum size for this application.

21. Only registered drivers may drive cars in any official racing event at Thunder Mountain Speedway.

22. Only one person is permitted in a car at anytime while it is underway, either in the pits or on the track. No riding on the outside of the car is permitted. First time offenders will be warned. Additional offenders run the risk of disqualifying car and driver for the night event.

23. Any participant involved in an accident that results in injury or has the potential to have health effects not immediately recognizable, must report to the pit steward or Thunder Mountain Speedway management before leaving the premises, providing the participant/spectator is physically able to do so, Negligence in this matter will result in loss of any benefits.

24. Drivers must remain in their cars except in an emergency or unless instructed by a track official. This means no getting out of the car to argue with another car driver or Thunder Mountain Speedway Official.

Drivers are to stay in their cars while the car is transported back to drivers pit area. If a driver leaves his car it will be interpreted that he or she has determined they are finished in the event.

25. Only safety crews and wrecker crews will be allowed on the track in the event of an accident. Crew members in violation may cause driver disqualification. No crew member may leave the pit area to go to the track at any time during competition. It is recommended that each team designate one person that can act as a liaison with track crews in the event of a serious accident. Any driver, owner or crew member who interferes with track personnel when removing their cars from the speedway may result in disqualification of their car.

26. Owners, crew members, fans, etc. may join the winning car and driver during victory lane ceremonies only after the all other race participants have cleared the track.

27. All teams will be responsible for the proper disposal of their used motor oil, grease or any other lubricants which may be harmful to the environment. There will be NO designated area to dispose of oil on Thunder Mountain Speedway property. Anyone found contaminating the Thunder Mountain Speedway property with these materials will have to pay to have any contamination cleaned up to the DEP specifications. Failure to comply with this will result in prosecution and suspension.

28. All race teams are responsible for removing their old tires from the pit area after each race night.

29. NO glass bottles are permitted on the TMS premises, Thunder Mountain Speedway management/officials reserves the right to inspect all coolers.

30. Drivers earn the points and starting positions in the races, cars do not. If a driver scratches to allow another driver to drive their car, the second driver must have already been eligible for the race they wish to enter. A driver may change to another car after he (or she) has notified the officials and before the green flag is displayed. If the qualifying events (heats) have been completed, the driver must start last in the B-main or A-main event, whichever is the next event for the driver. Failure to abide by this procedure will result in disqualification and loss of all money and points for the entire event.

31. Track officials, wrecker personnel, firemen, push truck drivers, etc. is not permitted to assist with any damage or repair. This includes removing mud from cars on the speedway. (Track officials reserve the right to work on cosmetic damage if safety is an issue).

32. There are NO pets permitted in the pits, except for service animals trained to aid a person with a disability.

33. The scoring booth and/or flag stand are not to be entered by anyone other than designated Thunder Mountain Speedway officials. In the event of any question regarding scoring decisions, the questioning driver and/or owner may be invited into the scoring booth upon completion of the race and meet for an explanation.

34. Any event sanctioned by an outside organization will be conducted under that sanctioning body rules. All rules enforced by management /officials must be adhered to while on Thunder Mountain Speedway property. Special race night will have increased Admission Prices.

35. RACECeiver/RADIO COMMUNICATIONS

All drivers in competition at Thunder Mountain Speedway are required to have a means to receive one-way communication from the Race Director on frequency 454.000. Failure to comply with instructions given over the RACECeiver during your racing event can result in you being black flagged.

RACE SCORING/TRANSPONDER

1. All race cars participating in racing events at Thunder Mountain Speedway must use a transponder in order to participate. Drivers/owner is ultimately responsible to have the transponder mounted in correct location in your division and in working order to compete. All scoring will be done at the start/finish line. Results and decisions will be made by (MYLaps/AMB) Transponder System (red) and or scorers and/or track officials Thunder Mountain Speedway will not use individual's videos, pictures, etc. to make rulings. Failure to have a working transponder may subject you to be sent to the rear of your event to start

2. Transponders may also be rented at the track fuel trailer. Rented transponders must be returned the night they are rented. If a rented transponder is not returned to Thunder Mountain Speedway the driver/owner payout will not

be released and points for an event may be withheld until the transponder is returned in working order to Thunder Mountain Speedway.

TRACK AFTER HOURS

1. Thunder Mountain Speedway is always considered closed unless otherwise stated. Driving on the race track, the pit area, or parking area during off hours is considered trespassing and violators are subject to the penalties prescribed by law. Thunder Mountain Speedway reserves the right to pursue legal action against anyone trespassing anywhere on Thunder Mountain Speedway property. If you need to come and look for something-just call first. Access will be given.

GOLF CARTS, ATV'S OTHER MOTORIZED EQUIPMENT

1. All golf carts, ATV's and other motorized equipment are only permitted on the Thunder Mountain Speedway property if they are used for pushing and/or hauling parts/tires/fuel ONLY. Due to insurance regulations, 4 wheelers, golf carts, and other motorized equipment are only permitted in the pit area. The use of these types of vehicles as personal transportation, joy riding and/or playtime will not be permitted; they will be removed from the pit area. Any resistance will result in the driver's disqualification. The car owner and owner of the ATV are equally responsible for all injuries to person or property caused by anyone operating the ATV and shall indemnify and hold Thunder Mountain Speedway harmless from all claims arising in any way from participating in the racing activity. Thunder Mountain Speedway reserves the right to deny use of pit vehicles by any team driving recklessly or speeding. Minimum age of the ATV operator is 16. The driver/car owner assumes all responsibility for actions of their pit crew, sponsors, family members.

RAIN CHECK POLICY:

If all qualifying races have been completed and the show must be postponed, then no rain checks will be issued. That night's activities shall be considered complete and the remaining features will be rescheduled for makeup at the discretion of the Thunder Mountain Speedway management. If the races are cancelled during the qualifying races, face value of that rain check will be honored at either of the next two (2) events There will be NO CASH REFUNDS

(No exceptions) If a special event is scheduled, the rain check may be used if the person pays the difference between the original admission price and the special event admission price. If a special event gets rained out, it may be held and redeemed for its face value for the specified make-up event or may be redeemed at one of the next two (2) regular events. In either case, the holder will not receive any refund. Make absolutely sure you keep your authorized pit pass/ general admission pass/ticket in the event of a rain-out it is the only means by which you will be allowed admittance on the rescheduled date. Rain checks will be honored only for tickets that have the appropriate number for rainouts. The announcements of rain dates will be posted on Thunder Mountain Speedway website and/or Thunder Mountain Speedway facebook.

CAR NUMBERS

1. Numbers must be placed on both sides of the car and be at least 18" high and 3" inches wide.
2. Please keep numbers limited to three digits. All numbers and letters should be clearly legible at race speeds. If numbers 3, 6, 8, or 9 are used, make sure they are distinguishable. Do not let nerf bars block visibility. Duplicate numbers will be modified and assigned by the race director for the duration of the season. Any driver/owner refusing to let track officials do so will NOT be permitted to compete until the modifications are completed.
3. A car number cannot be altered after hot laps or after qualifying pill is pulled. A DRIVER CAN NOT RUN THIS REGULAR CAR AND ALTER THE NUMBER TO ACCUMULATE POINTS FOR ANOTHER DRIVER AND/OR CAR. CAR STARTING THE HEAT IS THE ONLY CAR THAT CAN ACCUMULATE POINTS FOR THE NIGHT A QUALIFIED CAR CAN BE USED AS A BACK-UP YOUR NUMBER IS PUT ON THE CAR AND YOU ARE DRIVING THE CAR YOURSELF (NO SUBSTITUTES) YOU MUST START AT THE REAR.

INSPECTION

1. All cars are subject to inspection by the tech inspector or pit official at any time or any place. The tech inspector and/or promoter will enforce the rules of the appropriate division, and shall have the authority to deny a car permission to race based on his judgment of its condition relative to the rules.

2. All bolt-on weight must be securely fastened and acceptable to the tech inspector or the said competitor will be denied participation.

3. A driver will have one week to make any necessary changes to get completely up to track specification. The exception to this will be safety specifications; tire rule violations, performance violations, or any other rule violation deemed so by the tech inspector, which will have no grace period.

4. It is your responsibility to know and understand the rules before you participate. Cars that do not pass inspection or those that do not meet minimum requirements set by the track and/or tech inspector will not be able to compete. No refunds will be given, and any points and monies earned that night will be forfeited.

5. Thunder Mountain Speedway reserves the right to make changes to the rules at any time in order to preserve the competition and integrity of the event and/or division. Participant hereby grants Thunder Mountain full and unconditional permission to collect and retain vehicles, parts of vehicles, equipment, or any other items used in conjunction with participation that are owned by or in the possession of participant or present at an event (collectivity items), including such items that may be relevant to teching, the investigation of an accident; the inspection or testing of such items for previous purposes, or for any other purpose. Thunder Mountain Speedway may exercise this right to take and retain items at any time when Thunder Mountain Speedway determines in its sole and absolute discretion that such actions are necessary. When an item is suspected of being out of compliance with a Thunder Mountain Speedway rule, or when an item has been involved in an accident.

6. Thunder Mountain Speedway may in its sole and absolute discretion collect and retain such items believed it necessary to do so to further investigate, make a final determination, and/or preserve evidence.

At any time Thunder Mountain Speedway collects and retains items, and will try to safeguard such items and return such items when completed its work with them, but Thunder Mountain Speedway makes no representations or warranties that the item(s) will not be lost, damaged destructively tested, destroyed, or otherwise affected.

Parts deemed illegal parts will not be returned to driver/owner and will become the sole possession of Thunder Mountain Speedway.

DRIVERS MEETING

When driver meetings are scheduled they will precede hot laps and time will be posted at the registration booth area. All drivers/owners are expected to attend the meeting to obtain the evening's announcements, rules changes, etc. Drivers that do not attend the drivers meeting waive all rights to protest. The intent of the drivers meeting is for informational purposes about the event. Questions on procedures and format are encouraged; however, personal attacks or signaling anyone out will not be tolerated in front of the group. Any person making malicious attacks may be barred from competing in the night's event and risks a suspension. Issues concerning other drivers, track officials, or any other private/personal matters are to be dealt with at another time with Thunder Mountain Speedway management and/or track official(s). Please contact the Thunder Mountain Speedway management /race director to make a pre-arranged appointment.

HOT LAPS

If there are hot laps Hot laps will begin approximately 30 to 45 minutes before the first official event of the evening. The number of laps and amount of cars per session will be at the discretion of track officials. Cars are not permitted to participate in more than one session. Hot laps are at the discretion of track officials and may or may NOT be held based on weather conditions, track conditions, time constraints, etc.

MULTIPLE DIVISIONS/CHANGING DIVISIONS

There are no restrictions on what divisions a driver can compete. Any driver may compete in any division as long as the car properly meets the division's specs. Drivers may race in multiple divisions; but the same car cannot be raced in more than one division on the same night unless predetermined by Thunder Mountain Speedway management in advance. Also, if a driver's division is competing on a night, in no such case will that car be allowed to be raced in a different division than the one the car meets the specs for. A new registration must be completed.

FIELD SIZE

1. The number of cars per heat race will be determined by the race director. If there are 9 cars or less, there will be one heat race, 10 to 20 cars, there may be two/three heat races, 21 to 30 cars, there may be four/five heat races. The feature field size will be 24 cars for all divisions. The promoter has the option to add additional cars, if necessary.

2. If a qualified car scratches from the feature, one extra car will transfer from the consy to the feature. If more than one consy is run, the additional car would come from the first consy and rotate from thereafter.

LENGTH OF EVENTS

If situations occur that makes the show run late, the scheduled amount of laps may be cut at Thunder Mountain Speedway management discretion. Officials have the option of enforcing a 30-minute feature time limit. The clock will stop during a red flag. Drivers will be notified either by the pit steward, lineup official, and/or on the speedway blackboard.

Heat 8 laps

Late Models, Street Stock, Semi-Lates, 4-Cylinders

All divisions are 8 laps when run under non-qualifying format

CONSY

Late Models, Street Stocks ,. Semi- Lates, 4-Cylinders

All divisions are 10 laps for less than 10 cars or 12 laps for 10 or more cars.

REGULAR FEATURE RACES

Late Models 25 laps

Street Stocks 20 laps

Semi- Lates 20 laps

4-Cylinders 15 laps

Note: The amount of laps for special increased purse events will be on the blackboard prior to the events.

LINE-UP PROCEDURES

Heat lineups will be posted on the blackboard according to pill draw. Please line yourself up for your event. Cars will enter the lineup area as directed by the lineup official. Cars should enter the speedway at a slow and steady pace.

Cars not in position in the line-up area when the race goes out onto the track will automatically go to the tail. Be advised that the flagman will not hold the race for a late car .If a car(s) scratches from an event, cars will be moved up to fill positions

HEATS/PILL DRAW

1. Unless otherwise announced, the pill draw, for heat race line-up purposes and/or time trial order, will take place in the pit area at the registration building.
2. A car representative will draw a pill for heat race line-ups The car must be in the pits when the pill is drawn.
Pill draw cut off will be approximately 60 minutes before the scheduled start time of racing.
3. Pill draw opens at 5:00pm on regular race nights. Each division will draw any time before 6:30 pm. Pill draw will shut off at 6:30 pm.
No more pills will be drawn, no exception! Heat running order will be posted on the blackboard in the pit area at the registration building.
4. Heats will be lined-up with the low pill number on the pole of the first heat and the second low pill on the pole of heat two and so on alternating by heats.
5. Cars must run in assigned heat race according to pill draw. All cars must run in their event(s) as posted; they may not switch events or tag another event if they miss their scheduled event(s)
6. If a car (s) scratches from an event, cars will be moved up to fill position.
7. Car(s) that miss heat race or qualifying will start tail of the consy or if no consy is run that night, the car must start at the rear of the feature provided that the field is not already full. If a full field is already established no new cars will be permitted to participate.
8. Any car(s) not pulling a pill will start scratch in the heats. PLEASE make note of the evening's schedule as well as your line up position. We will NOT come find you to make sure you are lined up-this is YOUR responsibility. If you are not lined up on the grid when your race goes out, you will start at the tail of the field. If a driver fails to report to the speedway prior to an event or does not

take the initial green flag, he or she will not be able to enter the event

GROUP QUALIFYING

For the qualifying format, pill draw will determine order of qualifying with driver drawing the lowest pill going out first. Cars will be broke up into groups per division and posted on the blackboard. Each division will stage in the pit before qualifying. Car must qualify with designated group. Car(s) that fail to qualify in their group or unable to report to the staging area prior to qualifying will be allowed 1- lap at the end of qualifying.

FEATURE REDRAW PILL FEATURE LINE-UP

1. The first heat race winner will redraw pills to determine the starting spots of the feature (Inversion for feature line-ups could be any number 2.,4. 6 including a(1) for straight-up with the number to be drawn after the last heat for each division). The remainder of the field will be filled in a straight-up manner by the remaining drivers heat race or consy finish.
2. Cars not starting a consy will not be permitted to run the feature. In no case will the car(s) that finished behind a scratched car(s) move up in the heat finishing order to affect the consy or feature line-up.
3. It is the responsibility of the driver to have his car to line-up area for each scheduled race.
4. Thunder Mountain Speedway management reserves the right to conduct a random pill draw by a spectator to determine the number of cars to invert for the feature

WINNING TWO WEEKS IN A ROW

1. Providing the two weeks in a row feature winner makes the top 6 redraw, he or she will automatically start 7th unless it's a special event. Any feature winner not returning for the subsequent non-special event will start 7th.
2. Any driver winning 3 features in a row will start last upon his or her return and will continue to do so until the win streak has ended

3. Races that are considered to be special events by the promoter will not require the previous week's winner or a returning winner to start 7th. Winners of special events will also not have to start 7th at their next appearance. Special events are totally immune from the previous week's winners rule.

STARTING THE RACE

1. All races will start double file at the designated start line, the race will be started by the flagman. The designated start line at TMS is in turn four at the orange cone or chalk line.
2. All original starts are at designated start line. The front row is to work together to produce a clean start each time. Drivers are not to accelerate to full-speed until the front row reaches the cone or chalk line. The green flag will be displayed at any time after the front row reaches the cone or chalk line. The race is officially started when the flagman waves the green flag. Track officials have the right to swap the first and second rows, the first and third cars, the second and fourth cars, or put the driver(s) in the wrong at the tail if a clean start is not produced
3. Any car(s) involved in a spin or accident before the green flag or before the completion of lap 1 will go to the rear. Any car(s) that stops on the track will also go to the tail at the discretion of the race director. Cars passing before the green is displayed will be penalized two positions for each car jumped. Also, any car(s) pulling out of line to gain an advantage before the green is displayed will also be docked two spots. If the caution is displayed after the infraction, car(s) will be penalized then. If the race goes green the rest of the way, the finish will be adjusted accordingly.
4. No car(s) will be added to the feature field once the green flag is waved. Cars must take the green flag to earn feature start money and points even if a full field is not present.
5. If the caution flag or red flag is thrown on a white of a feature race; two consecutive green flag laps must be run to determine the feature winner. If the leader has taken the checkered flag the race is complete, then the yellow flag can be displayed for a caution situation. The car's crossing the start finish line while checkered flag was displayed will be scored in that position. Any car's

passing the start finish line while the checker yellow is displayed will be scored from the previous white flag lap. The exception is those cars that were involved in the incident that caused the yellow flag. Cars involved in the yellow flag situation will be scored last

MEANING OF THE FLAGS

Green flag: The race officially begins or signals a restart after a caution or red flag period.

Yellow flag: Drivers must reduce speed immediately and maintain position.

Red flag: Slow immediately and come to a complete stop.

White flag: One lap remaining in the event.

Checkered flag: Race is officially complete and race leader is declared the winner.

Black flag: Disqualification/consultation, driver must proceed to the pits on the next lap.

Blue flag: Leaders approaching, slower car is to hold their line.

RACE SCORING

All scoring will be done at the start/finish line. Results and decisions will be made by MyLaps/AMB System, and or scorers and/or track officials

YELLOW/RED FLAG

1. When the Flagman displays the yellow/red flag, the light comes on and it is not safe to race, all scoring stops, There is absolutely no racing back to the start/finish line!
2. When the caution is displayed, drivers are to get in a single file formation and remain so until otherwise instructed.
3. Cars involved in a caution or red (stopping on the track) will go to the tail of the field, ahead of any cars that pitted.
4. Any driver stopping on the track for an accident must remain in the car until the safety crew arrives, unless under an extreme emergency (i.e. fire, etc.).

Drivers whose cars are being removed to the pit area are required to stay with their car while it is being removed.

5. A driver involved in three yellow flag (caution) incidents during a feature event or in two yellow flag (caution) incidents during a heat race will be disqualified from that respective race.

6. Any car repairs made during a caution period must be done in the pit area. Any car that goes to the pit area during a caution yellow period will restart at the rear of the field.

7. Track officials, wrecker personnel, firemen, push truck drivers, etc. will not do any repairs to cars (Track officials reserve the right to work on cosmetic damage if safety is an issue)

8. No one is permitted on the track

9. Driver cannot get out of his/her car to make adjustments. If a driver leaves his car it will be interpreted that he or she has determined they are finished in the event.

10. A driver involved in three yellow flag (caution) incidents during a feature event or in two yellow flag (caution) incidents during a heat race will be disqualified from that respective race.

11. Any car repairs made during a caution period must be done in the pit area. Any car that goes to the pit area during a caution yellow period will restart at the rear of the field.

12. Track officials, wrecker personnel, firemen, push truck drivers, etc. will not do any repairs to cars (Track officials reserve the right to work on cosmetic damage if safety is an issue)

13. No one is permitted on the track . Driver cannot get out of his/her car to make adjustments. If a driver leaves his car it will be interpreted that he or she has determined they are finished in the event

OPEN RED:

1. For Sprint Cars only, if it becomes necessary to have a fuel stop, only two (2) crew members are permitted onto the track for fuel only. NO adjustments to the car are permitted. If caught working on your car on the track with tools, replacing parts, air, or if there are more than two crew members on the track, the car will be subject to immediate disqualification from the event. Any work that is required must be done in the pits. If the driver is able to return, he or she will restart on the tail.

RED FLAG

1. Stop as quickly and safely as possible and remain stopped unless directed to move by safety / fire crews or track officials. The race is stopped until the safety / fire crew and wrecker crew can clear the accident area. Under a red flag, there is no working on cars on the track.

2. Drivers must remain in their cars except in an emergency following an on track accident unless instructed by a track official. If a driver leaves his car it will be interpreted that he or she has determined they are finished in the event.

3. Only safety crews and wrecker crews will be allowed on the track in the event of an accident. Crew members in violation may cause driver disqualification. No crew member may leave the pit area to go to the track at any time during competition. It is recommended that each team designate one person that can act as a liaison with track crews in the event of a serious accident. Any driver, owner or crew member who interferes with track personnel when removing their cars from the speedway may result in disqualification of their car.

4. No pit crew or families are allowed on the racing surface of the track for any reason during a red flag. Only safety personnel, wrecker crews, and race officials will be allowed on the track to clear the accident scene. If a crew member comes out on the track at any time during a red flag period, the car will be disqualified and done for the night.

5. Only cars involved in the red flag incident requiring assistance from the wreckers may go to the pits under the red flag. Once the red has been lifted, and the yellow is displayed, cars wishing to pit may do so, and return to the track at the back of the field.

STOPPING ON THE TRACK

1. If a car comes to a stop at any time on the track, the said car will go to the rear. Any car(s) that stop on the track that are not part of the caution will restart last, but will not be charged with a caution. At the discretion of the race director, and based on the circumstances, the driver may retain the original starting position. If a driver has been stopped by an official or if driver stops by an official for safety reasons (loose seat belts, debris on track, etc.), driver will retain their position.

Exception: If a car stops prior to the start of an event before the flagman gives the one to go signal or before the yellow light has been

2. It is highly recommended that drivers are not to get out of their cars on the race track until safety crews arrive or unless there is an extreme emergency. Any driver that does so to argue or discuss the race with the officials will be scored last and may be disqualified for the night or suspended according to the decision of the officials.

3. A driver may request a push truck for assistance; however, if a driver attempts to start on his own after a red flag situation and does not completely get under power and stops on the track again, said driver will restart on the tail.

REALIGNMENT/LAPPED CARS

At a caution lapped cars will be put on the tail of the field. Cars refusing to report to the rear of the field when directed will be subject to disqualification from the event.

RESTARTS: HEATS

1 . All restarts (heats/features) for the Sprint Cars will be single-file at the cone on the front stretch

2. The other divisions will have double-file restarts in the heats

3. Realignment will be determined by the transponder report, excluding cars involved in the caution/red or cars pitting, According to the previous lap's transponder report. When the caution is displayed, drivers are to get in a single file formation and remain so until otherwise instructed.

FEATURE

1. Restart is Delaware restarts (except Sprints) Double file restarts will be used on all Feature events. Procedures are as follows Once under yellow, cars will be put in single file order with all lapped cars going to tail. Leader of the race will have the first row alone. Second place car will be given choice of inside or outside row. When asked, drivers should give a clear indication to the official as to which row is chosen. Track officials reserve the right to make lane choice for driver if clear indication not given.

Third place car will go in opposite row from the second place car. Fourth place will go behind second place, fifth behind third and so on. Each row does NOT make their own selection. Cars attempting to go in a different row than they are assigned will be sent to the tail.

2. Officials reserve the right to revert to single file starts due to time or track conditions.

3. It is the race leaders responsibility to restart the event at the designated restart point. Once the leader accelerates or reaches designated starting area, the green flag will be displayed at the discretion of the flagman and passing will be permitted. Drivers cannot pass until the green flag is displayed.

4. Any car intentionally causing a disturbance or driving haphazardly on a restart that is deemed not in good taste by track officials will be sent to the rear of the field or black-flagged. Cars passing before the green is displayed will be penalized two positions for each car jumped. Also, any car(s) pulling out of line to gain an advantage before the green is displayed will also be docked 2 spots. If the caution is displayed after the infraction, driver will be penalized then. Track officials have the right to change restart methods depending on situations that may arise on night of event or during the season.

5. Lapped cars will restart the event behind the lead lap cars and ahead of cars that pitted.

6. If two consecutive cautions occur after a restart without another lap being scored (excluding a caution(s) for a car(s) stopping with a mechanical issue), the next restart will be single file with the leader starting the event between the designated restart area until one or more laps are completed.

7. Track officials have the right to change restart methods depending on situations that may arise on night of event or during the season.

8. Cars refusing to report to the tail position will be disqualified and points/pay for that evening's events will be forfeited. Cars will remain in spot assigned by the race director/track official

FUEL STOPS:

Fuel stops will be allowed only for the Sprint Car division. If it becomes necessary to have a fuel stop and green and yellow laps have been counted or the additional laps left would cause the event to end in or over the window, a fuel stop will be given. Cars will be fueled on the straight stretch or in turns one. Only (2)Two crew members will be permitted on the track for fuel only. NO adjustments are permitted on the car, If caught working on your car on the track with tools, replacing parts, air, or if there are more than two crew members on the track, the car will subject to immediately disqualification from the event. Any work that is required must be done in the pits. If the driver is able to return, he or she must restart on the tail.

Note:

Fuel stops in special events will be taken into consideration for other divisions in extra distance races, but will NOT be guaranteed.

INFIELD:

Cars that go into the infield may re-enter the speedway at or near where the car went into the infield at. If a car crosses through the infield or cuts off the turn(s), the said car may be penalized one lap by track officials if it is deemed that an advantage was gained. Cars that pull into the infield that have dropped out of the event should drive toward the center of the infield as far away from the racing action as possible

RE-ENTERING THE TRACK:

The only entrance to re-enter the track is turn two. Cars re-entering from any other place will be black-flagged. All cars re-entering the track must have the permission of track official(s). Cars may re-enter any event under yellow or red flag conditions. Cars re-entering the race will restart last behind all accident cars

and cars that stopped on the track, but did not pit (even if the initial green flag of the event hasn't been displayed). No car will be allowed to re-enter the race once the green flag waves. Any car(s) re-entering the track under green flag conditions or disobeying track officials, will be black-flagged

BLACK FLAG/DISQUALIFICATIONS:

1. Cars black -flagged for blatant behavior such as rough driving, failure to obey officials, causing an intentional caution, etc. will be disqualified and will receive no pay or points for the night. These above infractions will not be tolerated at any time, no exception, and may result in a suspension.
2. A driver involved in two cautions in a heat race or consy, or three cautions in a feature will be black-flagged for the event. Also, any driver that brings out two unassisted cautions in the feature will be black-flagged
3. Any car(s) not maintaining a safe, competitive speed by the flagman or official is cause for being black-flagged for that event Any car(s) judged unsafe by track officials will be black-flagged. The car will only be able to compete after that point if correct repairs are made and are acceptable to track officials.
4. Cars that lose their bumper or have its bumper dragging will be black -flagged.
5. Any car remaining on the race track after receiving the black flag will not be scored. In the above cases #2, the driver(s) will be credited for the laps completed up to that point. Cars will NOT be disqualified for losing mufflers or bolt-on weight; however, car(s) must still make minimum weight requirements- no weight break will be granted! It is your responsibility to make sure mufflers and bolt-on weight are securely fastened.

FLAT TIRES

Cars with left front tires flat will be permitted to race providing the tire is still intact and has not come off the rim. Other tires that are losing air will be left to the discretion of track officials whether the car will be permitted to continue the event.

FINISH

1. When the checkered flag is displayed, the race is officially completed. The balance of the field receives the checkered flag on the same lap. Finishing positions will be according to the most laps traveled in the least time, regardless of whether the car is still running or not
2. All cars must complete their last fully scored lap under their own power. If an accident occurs on the checkered flag lap, or an event is shortened by rain/accident, payoff will be made according to the last green flag lap positions, with accident cars, cars that stopped on the track, and cars that pitted on the rear.

FEATURE WINNER

The driver receiving the checkered flag first in any feature race must bring his or her car to the finish line and participate in victory lane ceremonies, unless told otherwise. The race winner is to remain in victory lane until released by officials. **There will be no one allowed in victory lane without a Pit Pass Wristband.**

TIES

In the event the scorers and flagmen determine a tie, the total point and purse payoff will be added up and divided by the number of drivers who tied resulting in an equal payoff. If two drivers tie for third, the driver that finished fifth will NOT move up to fourth place.

WEIGH-IN

1. The track scales are the only official weighing equipment that will be recognized for racing events at Thunder Mountain Speedway A minimum of the top 6 finishers of ALL divisions will be required to weigh after their heat, consy and feature races. Cars must proceed directly to the scales before exiting the speedway. The feature winner must cross the scales before going to victory lane. Minimum weights are stated in each division's rules. There will be no weight tolerances.
2. Cars that are towed off the track and cars that do not finish the event will not be forced to weigh in any division. Any changes in this policy will be at the discretion of the Thunder Mountain Speedway race director/technical Inspector.

Cars are allowed only one time on to get their readings for each event. Drivers bouncing up and down in their seats may be disqualified. Failure to weigh or cars found light after the heat races, results in a disqualification for the event. Drivers who fail to weigh or are found light after the feature or consy will be disqualified and will loss of points and money won for that that night event(s).

RAIN OUTS/CANCELLATIONS/UNCOMPLETED EVENTS

1. Track officials may cancel a race if dangerous or unsafe conditions arise. If the race is called because of an accident, weather or any other unforeseen situation, the payoff will be based on the last completed green flag lap. All cars involved in the final caution, stop on the track, and pit will be scored at the end of the last completed lap. For the race to be considered official, 50% or more of the scheduled number of laps must be completed.
2. If managements selected number of preliminary races or part of the features has been completed and the weather or any other type of situation forces the program to be cancelled, there will be no rain out. Make-up features will be rescheduled at the discretion of the Thunder Mountain Speedway management, and no new cars will be added to the field. Rain checks will be void.
3. If a rain out is declared, management will specify which event(s) your rain check will be good for. Rain check will be redeemable at events face value. No refunds will be given. The possibility of a rainout or circumstances beyond our control that force the postponement of an event is a risk you assume every time you enter the grounds.
4. Exception: If feature event(s) is/are cancelled and the show has been considered a complete show, and no rain date will be utilized, the total feature purse may be split equally among the qualified drivers, if 50% or more of the feature has not been completed. Management reserves the right to choose a scenario that best fits the interest of Thunder Mountain Speedway, which may or may not include a make-up night

Thunder Mountain Speedway Points System

1. Starting on May13th, points will be awarded to the car driver and will continue for all events through to a date TBA. Points are always awarded to the driver.

Points will be awarded in the heat races and feature events. No points will be awarded for B Mains, dashes or any other special novelty race.

Drivers must start an event to earn points for that event even if a full field is not present.

2. Any event(s) that is initially scheduled as a point night and is rescheduled may and most likely will be conducted as a point event Also, Thunder Mountain Speedway reserves the right to change the status of an event to either a point event or a non-point event depending on situations that may arise during the season that would necessitate such a change.

The following system will take effect for all point races in all divisions:

Heats Points

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12 th
10	8	6	4	2	1	1	1	1	1	1	1

Feature Points

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th
30	28	26	24	22	20	19	18	17	16	15	14

12th	14th	15th	16th	17th	18th	19th	20th	21th	22th	23th	24th
13	12	11	10	9	8	7	6	5	4	3	2

All others
1

FINALITY OF DECISIONS AND INTERPRETATIONS AND COVENANT NOT TO SUE

1. The decisions of Thunder Mountain Speedway officials or promoter at an event, including the interpretation and application of rules and the scoring of positions, shall be FINAL, BINDING, and NON-APPEALABLE, except in the case of a suspension or fine, which is further explained in the SUSPENSIONS/FINES & APPEALS category.

2. All participants, as a condition of participating in an event, agree that ALL decisions of officials or the promoter, regarding the interpretation and

application of the rules, and the scoring of positions, shall be NON-LITIGABLE. All participants further covenant and agree that they will NOT initiate any of legal action against Thunder Mountain Speedway, the promoter, and officials to challenge such decision, to seek monetary damages, to seek injunctive relief, or to seek any kind of legal remedy. If a participant pursues any such legal action, which violates this provision, then the participant and/or owner expressly agrees to reimburse Thunder Mountain Speedway for ALL of its ATTORNEY FEES and COSTS IN DEFENDING AGAINST SUCH LEGAL ACTION.

3. By signing the annual registration agreement, participants agree that they will comply with the written rules and procedures of Thunder Mountain Speedway. In the event that he or she would breach the annual registration agreement, he or she shall be liable for actual and liquidated damages sustained by Thunder Mountain Speedway.

SUSPENSIONS/FINES & APPEALS PROCESS

1. Thunder Mountain Speedway will determine any and all suspensions/fines that are covered in the rules and procedures and any violation that may come up during the year. Thunder Mountain Speedway will make judgment on the sanctions and violator(s) will be sent official notice by a certified letter, return receipt requested.

2. THUNDER MOUNTAIN SPEEDWAY RESERVE THE RIGHT TO MAKE DECISIONS AND JUDGE ACCORDINGLY, WITHOUT RECOURSE FROM THE DRIVERS OR CAR OWNERS.

RULE BOOK DISCLAIMER

The rules and/or the regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OR COMPLIANCE WITH THESE RULES AND/ OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further

restrictions that in his opinion do not alter the minimum acceptance requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final, non-appealable and non-litigable

AWARDS BANQUET

1. The awards banquet will be held TBA. Driver, owner, or a car representative must attend the banquet to receive awards, unless there is an extreme emergency.
2. In the event of a tie for the championship tiebreaker will be determined by the driver with the most wins, followed by most second place finishes, etc. until tie is broken.

NOTE: The preceding rules are subject to change. R&M Motorsports reserve the right to make decisions and judge accordingly, with the interest of safety, without recourse. Anything not covered in these rules will be decided by the R&M Motorsports