

THUNDER HILL SPEEDWAY TRACK RULES

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. 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 anyone on Thunder Hill Speedway, LLC property.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES/REGULATIONS.

The officials shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS GENERAL POLICIES

THUNDER HILL SPEEDWAY GENERAL POLICIES

Thunder Hill Speedway, LLC reserves the right to refuse or revoke admission or services to anyone at any time. All persons are expected to conduct themselves in a professional, respectful and appropriate manner to include all interaction with social media, officials, drivers, car owners, pit crew members, and fans anywhere on the speedway property.

Anyone entering the speedway property agrees to abide by all rules and regulations of Thunder Hill Speedway, LLC and IMCA. Anyone entering a restricted area (i.e. the pit area etc.) must sign all releases and acknowledges they have reviewed and have a full understanding of all rules of Thunder Hill Speedway, LLC and IMCA. Anyone entering such restricted areas must have obtained all applicable licenses and paid all required fees. Furthermore, anyone entering a restricted area acknowledges that racing is inherently dangerous and may result in serious injury or death and holds Thunder Hill Speedway, LLC, its employees, volunteers and IMCA harmless for any injuries, damage or losses incurred while on the premises located at 11995 142nd Road, Mayetta, Kansas 66509.

THUNDER HILL SPEEDWAY RACE RULES AND REGULATIONS

All drivers must have and use a working Raceciever. Electronic scoring transponders are used in all classes, and require a transponder pouch, which can be purchased at the speedway for \$20.00. NO EXCEPTIONS! Transponders must be returned prior to leaving the speedway at the payout window to receive pay. Anyone leaving the facility without turning in transponder will be suspended from all IMCA events until transponder is returned to facility. Any transponder that is damaged from not being properly mounted in required pouch, will be billed to the driver at the rate of \$250.00 and will be suspended from all IMCA events until fee is paid.

The driver is the sole spokesperson for the car, car owner and pit crew in any and all matters pertaining to the race or event. The driver, and only the driver shall take part in any arbitration with track officials. The driver is responsible for the conduct and actions of their crew members and car owners. Unsportsmanlike conduct by a driver, crew members, or car owners will be grounds for disqualification, suspension and/or fines at the discretion of Thunder Hill Speedway officials.

Drivers must check-in to all events by 6:30 pm at sign-in window and must provide a current IMCA license and properly attached pit band. All drivers and cars must be pre-teched and approved for safety prior to entering racetrack.

THUNDER HILL SPEEDWAY TRACK RULES

TRACK OFFICIALS AND SAFETY PERSONNEL ARE THE ONLY PERSONS ALLOWED ON THE RACING SURFACE AT ANY TIME WITHOUT DIRECT PERMISSION FROM A TRACK OFFICIAL.

All cars will maneuver around the track in a counter clock-wise direction. Anyone not complying with this rule may be disqualified from the race. Cars will enter the track from staging lanes in turn 3, and will exit the track in turn 2 by the scales immediately after the taking the checkered flag. DO NOT take an extra lap after you have taken the checkered flag.

IMCA line up and scoring procedures will be used for all classes. Drivers must be checked into the pit area by 6:30 P.M. when draw closes. Any late entries after draw closes must be approved to race by officials and will be placed at the rear of

the last heat race. Drivers may not switch heat races. The mandatory driver's meeting will be at 6:30 PM followed by packing, hot laps and racing to follow. ALL drivers must pack track!

The flagman and green flag starts every race, not the lights or the cone. Cars must remain in line, nose to tail, at a reasonable pace set by the pole sitter and may not pass before the start/restart cone. Cars pulling out of line, going below the cone, and/or hitting the cone may be sent to the rear of the race or to the pits at the discretion of the officials. All original starts will be double file, and all restarts, unless otherwise announced, will be single file. Failed starts after two attempts will be lined up single file at the discretion of the flagman.

In the heat races, any car charged with a caution will be sent to the pits and is considered done for that race. In a feature, any car charged with two cautions will be sent to the pits and is considered done for that race. Cars may stop on the speedway during a caution flag only at the direction of a track official. Cars stopped on the speedway for any other reason or circumstance shall be sent to the rear of the race or to the pits at the official's discretion. If a car loses body parts on the track, the caution will be called for the debris, not the car. There are some exceptions to this rule, as noted in the IMCA handbook, and can result in disqualification. **Intentional cautions will not be tolerated.** Any car that leaves the racing surface during any race and enters the pits may not return to that race.

Drivers may use pit road only during a feature. All drivers must continue to wear all safety equipment while being serviced on pit road and must remain in their cars. Pit crews must use extreme caution while on pit road and employ the maximum safety devices while working on a car on pit road. All cars must enter and exit pit road using the left side only and may only stop for service on the right side of pit road. Pit road is a one way road during all race events, this includes ATV and golf carts. Cars on pit road will be given 2 laps and must be ready to rejoin the race when the flagman displays the green restart flag. Cars on pit road may re-enter the race only at the direction of a track official, or they may be sent to the pits.

During a caution all cars should remain single file nose to tail and will be lined up according to the last completed green flag lap. Scorers will line up cars using Raceivers and officials on the speedway will direct the appropriate cars to "open a hole" between them and the car that needs to move will be sent to "fill the hole" when necessary. When the line-up is correct and satisfactory to the officials, the yellow caution light will be turned off to signify the race is about to restart.

If the caution or red flag is displayed after the race leader takes the checkered flag, the race is considered complete. Cars that did not cross the start/finish line before

the caution or red flag was displayed will be scored according to the last completed lap. Cars failing to cross the start/finish line will be scored behind the finishing cars according to their last completed lap. If the caution or red flag is displayed on the white flag lap, there will be two attempts at a green/white/checker restart if possible. The exception to this rule is if flagman finishes race under a caution/checker. Once the leader takes the caution/checker, the field is frozen and remaining cars will be scored on last completed lap. There will be no one lap restarts.

Points go with the drivers, not the cars. Drivers will not be allowed to switch cars once they have run their heat race and/or qualified for their race. The car you qualified in is the car you must race in.

Speeds in the pit area are limited to low speeds in low gear only. There will be no tolerance to this rule!

THUNDER HILL SPEEDWAY TECH INSPECTION

All cars must be approved to race by being inspected before they can enter the speedway surface for the first time of the season at Thunder Hill Speedway, LLC. Approval of a race car by the inspector shall mean only that the car is approved for participation in a competitive event and shall not be construed in any way to mean that it is guaranteed mechanically sound, safe, or completely legal. Thunder Hill Speedway, LLC, IMCA and/or the inspector, shall not be liable for any mechanical or safety failures; nor for any losses, injuries, or death resulting from same.

All cars and drivers are subject to inspection at any time by track officials. Penalties for failing any inspection will be assessed according to the IMCA rules and inspectors manual. The driver or his designated crew will complete all mechanical work as directed by the track official to complete any inspection. Refusal to comply will result in disqualification and forfeiture of prize money and points, and may be subject to fine and/or suspension.

THUNDER HILL SPEEDWAY FLAGS

GREEN: RACE! Track is clear. The race will start if car alignment is proper.

BLACK: Unsafe equipment and/or violation of rules or regulations. If black flagged for safety reasons, driver may go to pit road and return to race only if instructed by track official. If black flagged for violation of rules/regulations,

driver must go to the pits and will not be scored and will receive appropriate penalty and/or fine.

RED: Race is being stopped. STOP your car where ever you are on the track. DO NOT GET OUT OF YOUR CARS, unless you are instructed by officials or safety crew. Anyone getting out of their car on the speedway without permission will be disqualified and/or fined. Cars may be moved to a location as instructed by officials for safety reasons only. Cars should remain in racing order. Officials will re-line up the cars. Violations of any of the above red flag rules may result in your car being disqualified from the race and/or fined.

YELLOW: Race is momentarily halted. SLOW DOWN and continue circling the track in your race position at slow pace speed. DO NOT RACE BACK TO THE FLAG STAND FOR THE YELLOW. Cars are lined up according to the last completed lap. When the line-up is complete, the race will restart.

BLUE WITH YELLOW STRIPE: Your car is ready to be lapped by faster traffic and you should hold your line.

Thunder Hill Speedway has the right to change, alter or adjust rules as needed.