

2026 General Rules

1. The rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or, compliance with these rules and/or regulations. They are intended as a guide for the conduct and are in no way a guarantee against injury to participants. By entering or competing at the facility, you are agreeing to the terms of these and any other posted rules.
2. Rule and procedure changes may be made at any time with or without prior notice.
3. Management reserves the right to reject or allow the entry of any car, driver, or person for any reason.
4. No intoxicating beverages, narcotics, or illegal substances are to be consumed and/or used during any event, by anyone, entering the racing facility
5. Verbal or physical abuse of any official or other entrant on premises, is, strictly prohibited. Fighting on premises at any time will subject offender(s) to possible suspension & ejection. Any fighting by a driver or a team member will result in the driver or drivers being disqualified from the event. Any driver that is disqualified from any event will forfeit any monies that they may receive for that night.
6. Officials must be immediately notified of any car or driver change. Any changes will result in the driver and car starting at the tail of the next race they were eligible to start.
7. Drivers earn starting positions in 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.
8. All decisions of scoring judges & officials are final. Race Manager is the official scoring software and considered official. Scoring and results in MyRacePass is not considered official until officials finalize results from Race Manager.
9. Drivers, owners, and/or crew members have no claims against management or any official due to disqualification or damage to driver or equipment resulting in an altercation arising from UN-sportsman-like conduct on behalf of drivers, owners, and/or crew members.
10. The Press Box is off limits to all participants at all times, unless permission is granted by the Race Director or Track Owners. Suite tower is also off limits to anyone that is not rented a suite for the event.
11. No Driver or Crew Member shall interfere with the flagman at anytime.
12. Whenever it is deemed dangerous, unsafe, or unjustified to continue any racing event, it may be stopped at any point by the discretion of management.
13. Per given race night, race cars must claim 1 class only. If a driver enters multiple cars in multiple classes, driver must purchase an additional pit pass.
14. Every year you must file a completed registration form and an IRS form W-9 filled out and returned to management.

15. All pit entrants must sign a voluntary waiver & release from liability & indemnity agreement, and pay for and receive an authorized pit pass.
16. Make absolutely sure you keep your authorized general admission or pit pass. In the event of a rain-out, it is the only means by which you will be allowed admittance on the rescheduled date. Your signature on pit sheets, or "Don't you remember me?" is not acceptable to gain re-admittance
17. Anyone caught illegally entering pits & cannot produce an authorized pit pass will be immediately ejected from track. Management reserves the right to ask for proof of admission at any time. Management also reserves the right to pursue legal action against anyone trespassing anywhere on speedway property
18. Pay-off procedure: Only owner and/or driver may pick up any prize monies. Be prepared to show a valid driver's license or some other form of I.D. if you are asked. Please verify your prize monies are correct before leaving the payout window.
19. Prize monies left unclaimed over 14 days will become the property of Thunder Mountain Speedway. If monies are not collected before leaving the track, please notify track personnel to make arrangements for payment as soon as possible.
20. The management reserves the right due to inclement weather conditions and/or any unforeseen conditions, to make changes in the posted pay-off structure. You will be notified as soon as possible if this condition arises.
21. A Rain-out will be declared unless the 1st Feature Race is complete. After that point NO RAIN CHECKS will be issued. Any Feature with ½ the laps completed will be paid according to the way they were running when rained out.
22. Raceivers and Transponders are mandatory in all divisions anytime a driver is on race track.
23. Due to insurance regulations, 4 wheelers/side by sides/golf kart are only permitted in the pit area. They are NOT allowed in the parking lots or any other areas of the track. Also, 4 wheelers/side by sides/golf karts may only be operated by persons 16 years of age or older. Four-wheeler must be parked at the pit gate, and you must walk to the restroom.
24. The track reserves the right to tire test any class at any time.

Flag Rules

*Green Flag: (Green Light) Racing is underway on the entire track. Anyone advancing position(s) prior to the green flag is subject to being black-flagged. All cars must complete the first lap for an official start.

*Yellow Flag: (Yellow Light) Means caution. There is NO racing back to the start finish line. Cars will line up according to the last scored lap. Any car not maintaining a slow and cautious speed is subject to being black flagged or disqualification.

*White Flag: One lap to go!

*Checkered Flag: Race is over!

*Black Flag: Driver has been asked to leave the track for a reason deemed by track officials, and must go to the pits. Once a driver receives the black flag the car will be dropped from scoring.

*Red Flag: Stop regardless of position on track, and do not proceed unless and/or until an official authorizes you to move your car.

*Blue/Yellow: Lay-over flag, means lapped cars move to the bottom of the track.

SAFETY EQUIPMENT

1. Full containment racing seats are Strongly Recommended. All seats must be mounted properly & securely per the Technical Directors recommendations.
2. SFI rated window nets are strongly recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction
3. A drive line "sling" is recommended.
4. A helmet certified to Snell SA2015 or newer is REQUIRED. No MA(motorcycle) rated helmets permitted.
5. SFI rated fire suit top and bottom is REQUIRED. No jeans/work pants.
6. SFI rated racing gloves and shoes strongly recommended.
7. SFI rated head and neck restraint strongly recommended.
8. At all times during an Event (practice, qualifying, and competition), drivers must be in minimum required equipment or driver will leave the racing surface.
9. It is the responsibility of the driver, not speedway officials, to ensure that his/her device/system is correctly installed, maintained, and properly used.

ON TRACK RULES

1. Working on cars, on track, is prohibited.
2. No one except drivers, their cars, & track officials are allowed on track after racing begins
3. There is NO PITTING under Yellow allowed during Heats & B-mains (unless specified otherwise in the pit meeting). Features will have a hot pit in the specified area. In the event of needing to hot pit, you will receive 3 courtesy laps to change a flat. Equipment must be in the hot pit. No crossing the track to retrieve equipment. Crew will remain in specified area while in the hot pit. Failure to do so, crew will be asked to leave the hot pit area. Spotters must remain between turn 1 and turn 4. No spotters will be permitted in the corners or back stretch at anytime.

4. If you bring out a caution, you go to the tail. On initial starts, if a caution comes out for only (1) car, that car will restart on the tail. If it is a Multi-car caution, everyone will get their starting spots back.

Stopping at an official under yellow flag conditions for certain safety reasons is allowed. (Note: In a Yellow or Red Flag situation, officials will revert to previous scored lap or initial start.)

5. Officials reserve the right to penalize drivers that either directly cause or intentionally cause a caution. If officials determine that a driver intentionally caused a caution, officials may disqualify the driver for the night

6. Any car causing 3 cautions (unless specified otherwise in the pit meeting) in a single race will be black flagged. Note: Black flag does not always mean a disqualification. Depending on reason, driver could remain eligible for points and prize monies.

7. Anything dragging or hanging on a car that is determined unsafe will cause that car to be black flagged. Cars may not run on flat tire that is deemed unsafe by officials. In feature events, they will be given an opportunity to hot pit, given courtesy laps, and can rejoin at the rear of the field.

8. Under Green Flag Condition, you may enter the infield from the if you have a problem. UNDER NO CIRCUMSTANCES ARE YOU TO EXIT OFF THE FRONT STRETCH UNDER GREEN FLAG. EXITING OFF THE FRONT STRETCH UNDER GREEN FLAG WILL RESULT IN DISQUALIFICATION.

YOU MAY NOT RE-ENTER THE TRACK DURING GREEN FLAG CONDITIONS. If you are able to rejoin the race, you may do so at the next caution flag and you will be scored laps down.

9. After receiving the checkered flag, cars are to slow down and exit the track in turn 1, unless you are required to scale in the infield. DO NOT stay in the throttle. Slow down after taking the checkered flag and continue around the track.

10. Anyone jumping the start will be given one warning. If it's the same offending car, that car will be penalized and will be moved back a row. If it's a different car on the 2nd offense, both cars will go back a row. If the 2nd row cannot not start the race after 2 attempts, The third row will be moved to the front.

11. After 3 attempts on an initial start with no laps complete that's not result in a jumped start, the start will be single file.

12. All Starts will utilize a Designated Box. The pole-sitter will set the pace of the field. The pole sitter will set the pace on the backstretch and hold pace until start box. Pace will be reasonable and acceptable. ABSOLUTELY NO CHUGGING/SLOW STARTS, NO LAYING BACK OR BRAKE CHECKING! IF YOU BRAKE CHECK AND CAUSE A WRECK BEHIND YOU, YOU WILL WILL GO TO THE TAIL OF THE FIELD. All cars are to stay nose-to-tail and side-by-side. ABSOLUTELY NO ACCELERATING UNTIL YOUR CAR ENTERS THE DESIGNATED BOX.

13. All restarts in Heats and B-mains will be Single file. You are expected to stay nose to tail until yuke tire (or other designated spot) coming off turn 4.

14. Passing before the yuke tire (or other designated spot) on the inside OR outside will result in offending car being penalized 2 spots on the next caution or checkered flag which ever comes first.

15. During the Feature race, we will utilize Double-file restarts for up to 3 attempts or up til 5 to go (unless other wise specified in the pit meeting).
16. If a car leaves the track and goes to the actual pit area during any race, that car is considered out of that race and will not be allowed to return to the track for that race.
17. Any disqualification, for any reason, will result in forfeiture of all monies and points for that event.

IN-RACE RULES & PROCEDURES

Thunder Mountain Speedway will utilize transponders at all events. Transponders will be used to time and score cars during the events. Transponders will be mandatory in all divisions. Drivers will be responsible for purchasing a pouch for the Transponder. The Pouch must be mounted securely to the car, and its location will be on the Right Rear Axle Tube (unless otherwise specified in the pit meeting or track/series official). If a driver does not have a pouch, they will be able to buy at the race track from the parts house if available. Transponders will be rented for a fee set by the track for each event. A driver's license will be held for each transponder along with payout until the Transponder is turned back in each night. If a team requires multiple transponders, an I.D. for each transponder will be collected. One I.D. cannot rent multiple transponders.

If a driver has their own transponder they will be allowed to use during the event. Transponder or transponder number must be presented at driver registration to be entered into the scoring system. All Transponders must be Westhold brand in order to work with our loop system.

Once under yellow, cars will be put in single file order with all lapped cars going to the tail. The leader of the race will choose inside or outside on double file restarts. Leader will be asked to give a clear direction for lane choice. The rest of field will line up accordingly based on leader's choice. Track officials reserve the right to make lane choice for driver if clear indication not given.

Make sure your receiver is charged or has a fresh battery. Please verify you receiver is tuned to appropriate frequency. Track frequency is 453.9500 unless otherwise specified.

Raceiver Brand – Channel 317
Small Nitro Bee – Channel 1116
Nitrobee Extreme – 453.9500

*When rolling out on the track for a race, you will receive a Receiver check through your Receiver. This is to verify that everyone's units are working. You will also receive directions as to where to lineup.

If you do not respond to directions the track will stop you. We will check for your receiver and if you are found not have a receiver or your receiver is not working, you will be asked to leave the racing surface. It is your responsibility to verify your receiver is working before entering the track. If you cannot hear the race before your race in staging, you need to check your receiver.

On starts you will hear green if it is a good start. If it is a bad start, it will called back after the leader enters turn 1 to prevent secondary issues.

During green flag laps, the Receivers will only be used to call out cautions. Typically you will hear something like “Caution, Caution, Caution, Car high in 3.” After the caution is out, cars will be directed to where they belong in the lineup, and, if applicable, be told to begin double filing for a restart. On track officials may also direct you to your appropriate spot if necessary.

RULE BOOK DISCLAIMER

1. 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 express or implied warranty of safety shall result from publications of 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.
2. The race director shall be empowered to permit minor deviation from any of the specifications herei 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 alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is FINAL.

WE RESERVE THE RIGHT TO MAKE REVISIONS TO RULES, IF NEEDED!