

# NHRPA National Hot Rod



## Rules of Racing May 2012

## 1. ENTRY & PARTICIPATION

Before taking part in a National Hot Rod NHRPA sanctioned race meeting, a driver must possess a valid official annual NHRPA driver's licence. This is available for purchase from the following address:

Spedeworth Motorsports/NHRPA  
Unit 2, Hollybush Industrial Park,  
Hollybush Lane,  
Aldershot,  
Hants  
GU11 2PX

Tel: 01252 322920  
www.spedeworth.co.uk

A licence application form can be downloaded from [www.nationalhotrod.com](http://www.nationalhotrod.com)

No 'day' licences are available, except at the NHRPA's discretion, for publicity and PR purposes only.

The minimum age for a National Hot Rod Licence applicant is 16 years.

All new licence holders will start their first three race meetings from the back of the grid.

The National Hot Rod entered must conform to all the NHRPA car construction Rules & Regulations, and may only be driven competitively by drivers registered with the NHRPA. Registering with the NHRPA signifies acceptance that they will race within the Rules & Regulations herein.

Possession of an NHRPA driver's licence entitles a driver to race at any NHRPA sanctioned race meeting (subject to the NHRPA's discretion), regardless of the Promotion, as well as any invitation-only events, if invited by the NHRPA.

NHRPA drivers, and drivers competing at NHRPA sanctioned events, are responsible for the good conduct of themselves, their team, their family, and those associated with them. The NHRPA will hold the driver ultimately responsible for any conduct (on or off track) deemed unsuitable, or bringing the sport into disrepute, and will take necessary action up to and including a ban at the NHRPA's discretion.

Prize money should be made known to the drivers before a race meeting, and should be in accordance with the NHRPA accepted practices. It is normally paid out after the last race, and should be collected by the winner. It is the responsibility of each driver to declare any and all prize money to the Inland Revenue.

Drivers must book-in for race meetings they propose to attend through the Spedeworth Motorsports office by telephone, or e-mail, or verbally with the NHRPA Racing Directors at track-side, by 5pm on Thursday prior to the pertinent event. Cancellation of bookings is also subject to the above instructions and notice.

The ten attendance points offered for World Series race meetings are subject to following the correct booking-in procedures, and may not be awarded if the procedure is not followed (at the NHRPA's discretion). Non-adherence to booking-in procedures will negate entitlement to any and all complimentary tickets; it will also entail starting every race from the rear of the grid.

If a driver books in to a World Series race meeting but does not show up on the day of the race meeting, without prior cancellation or a valid reason, 10 points will be deducted from their points total.

Whenever a race meeting is held, and especially at seldom-visited tracks or races with many visitors, a driver's briefing may take place before the first heat. Attendance is compulsory and notice will be given. All local supplementary regulations should be pointed out to drivers at this briefing. The alternative is that the Promoter/Steward/NHRPA Official should issue a document containing any information relating to specific instructions for that track. This should be handed to the driver not less than half an hour before the start of the meeting. In both cases, the onus is on the driver to make sure he/she has been briefed before racing. Please arrive at the track in good time and take your Raceceiver to the briefing for testing.

A driver may bring only one car to a meeting. If two drivers own one car, they may not both drive it at the same meeting — only one driver per car and one car per driver is permitted.

## **2. LICENCES**

An NHRPA National Hot Rod racing licence is a privilege, not a right. National Hot Rods are the pinnacle of non-contact oval motor racing, and the governing body expects, and demands, certain standards and qualities to be present and maintained by its licensed competitors.

The driver's licence should be in the possession of the driver at all times during race meetings.

Scrutineering infringements are to be recorded in the licence. In the case of Scrutineering infringements where the driver is permitted to race, a time-scale for the appropriate corrective action to be taken must be entered.

The following conditions appear on the Licence Application Form, and, by signing a Licence Application Form, the driver is agreeing to and is bound by these conditions, in addition to and in tandem with the Rules contained herein:

I, the undersigned, have applied to the NHRPA to race a National Hot Rod on their affiliated racing circuits. I have read this Agreement, and approve it, and do agree to abide by the Rules as set out below, and in the NHRPA Rule Book and supplementary sheets.

I will not enter my usual, recognised, National Hot Rod in oval racing competition at a meeting, other than that promoted or recognised by the NHRPA, at any time within the dates of this Agreement, without the specific permission of the NHRPA. Doing so will incur a ban at the NHRPA's discretion.

I hereby give the NHRPA the right to use my name/driving number/photograph for the purpose of advertising or publicity with the media, as they see fit.

I agree to abide by the Rules, as laid-down by the sport's controlling body, the NHRPA, specifically those mentioned herein, and those in the Rule Book and supplementary sheets, and local Rules, as and when applicable. I agree to abide by all reasonable instructions I receive from the NHRPA's officials, and Promoters and their officials. Failure to do any of the above may result in the suspension of my Racing Licence for a period at the discretion of the NHRPA.

I fully understand the nature and type of racing in which I wish to participate, and the circuit's nature, layout, and geography, and may inspect any circuit prior to racing thereon. I am satisfied that all such circuits are safe for me to race upon, and that, should I, at any time, have any doubts as to their safety, I am entitled to decline to race thereon.

I understand that any injury sustained during racing on affiliated/authorised tracks will entitle me to the Personal Accident insurance cover, set-out in the Rule Book of that track, and that no further liability shall be attached to the NHRPA. Should I wish, I may increase my insurance at my own expense, through a company of my own choice, without affecting the basic Personal Accident cover provided by the Promoters.

I understand that, if I do not book-in for a meeting through the appropriate office, I will forfeit attendance points (if available), forfeit taking part in any draw for grid positions, and start every race from the back of the grid. Booking-in details are in the NHRPA Rules, and in the back of my Racing Licence.

**England only:** I will receive three entry passes to each meeting, providing I have followed the correct booking-in procedure. [Local arrangements exist for Northern Ireland, Southern Ireland and Scotland]

The NHRPA reserves the absolute right to refuse to grant a Racing Licence to any applicant without giving a reason.

The NHRPA reserves the absolute right to take whatever action it deems necessary against any driver whose behaviour or actions are:

Violent or disruptive.

In gross breach of NHRPA Rules.

Are deemed to bring the sport into disrepute.

## **2.1 New Drivers**

(Drivers who have never held a licence): All new drivers must race on a provisional licence for a minimum of three meetings. If the application is not successful, 50% of the licence fee will be refunded. The NHRPA reserve the right to deem an existing driver as being provisional.

New drivers must ensure that their car is fully scrutineered before competing at any event. If the car fails scrutineering, the driver will not be allowed to take part in the event. He/she may be allowed to practice providing the fault does not present a safety issue. This event will not count as one of the three provisional meetings. Drivers may bring their car to any National Hot Rod meeting for pre-race scrutineering, by appointment, even if the driver does not intend to take part in that event.

A provisional licence will have designated space for the new driver to collect three signatures from the stewards of each race meeting at which he/she competes under this provisional licence agreement. Providing that the driver has completed the event to the satisfaction of the steward (see below), their provisional licence will be signed;

- A) Driver has not received any black crosses/flags or other penalties.
- B) Driver has not received any blue flags, or that he/she responded to them quickly and correctly.
- C) Conduct on and off the track was within the rules and spirit of the sport and National Hot Rod Racing.

Drivers can collect points or prize money whilst taking part in events under a provisional licence. Only full licence holders who have previously been allowed to take part in grid draws may enter championship events, at the NHRPA's discretion.

Once the driver has successfully taken part in three provisional events, he/she may apply to the NHRPA to have their licence upgraded to full status. If the application is accepted, the driver will have full status at all future events. At this point all NHRPA licensing rules will apply. If the application is not successful, the NHRPA may agree to extend the provisional status for up to a further three events. Thereafter, the NHRPA will decide whether or not to extend this period beyond the six meetings. Otherwise the application will be rejected and the new driver will be entitled to a refund of 50% of the licence fee paid.

Provisional drivers will start their first three meetings from the back of the grid. Drivers will be seeded into the grid for their fourth to sixth meetings. From the seventh meeting, drivers will be gridded as per their average.

## **2.2 European Drivers**

European domiciled drivers who intend racing regularly in the UK (or ROI), must be licenced with the NHRPA. They have the choice of qualifying for the World Final in the same way as an English driver (with an English licence), or they may elect to remain as European drivers (with a European NHRPA licence) and may or may not be invited to take part in the World Final. European licence holders will always start off the back of the grid. If invited to the World Final, their grid position will depend entirely on

lap times.

### **2.3 Re-licensing Drivers**

All drivers are required to re-licence each calendar year. A licence will always expire on 31<sup>st</sup> December of the current year. All drivers should renew their licence as soon as possible each year, and in any case, prior to their first race meeting. New licenses will be issued by the NHRPA during January of each year. A driver's racing number will be kept for that driver until April of the new licensing year. The number may be allocated to another driver if not registered by this time. (World Champion's racing numbers are not usually re-allocated).

Drivers may not take part in any NHRPA sanctioned event without a proper licence, provisional or full. Violating this rule may result in disciplinary action.

### **2.4 Legal Action**

Any driver who takes legal action against either the ORCi, or any of its sub committees (including the NHRPA), or a fellow competitor or a member of their team, will be suspended from racing until the case is resolved.

### **2.5 Pay to Race**

In order to fund needed improvements within the formula, without increasing the licence fee, all drivers racing at meetings held in England and Northern Ireland will be subject to a £10 fee per meeting when they sign on. This money is to pay the sport's administrators and for the benefit of National Hot Rod racing generally. It is not the Association's intent to make any profit from these revenues, and any extra may be returned to the formula in the form of increased prize money from time to time, or possibly the foundation of a benevolent fund. Local arrangements exist for Southern Ireland and Scotland.

## **3. RACING OFFICIALS & DEFINITIONS**

### **3.1 BORSE**

The NHRPA, and its Promoters, are full members of the British Oval Racing Safety Executive (BORSE). All members' tracks comply with the minimum safety standards set down by BORSE, and undertake to ensure that all registered drivers comply with requirements.

### **3.2 Clerk of the Course and/or Meeting Steward**

Their duties and responsibilities are in line with regulations laid down by the ORCi and the individual Promoter. At some events, one person may undertake both roles.

### **3.3 NHRPA Racing Directors**

The NHRPA Racing Directors, or their designate, will make themselves known to, and available for any assistance possible, to the officials of the race meeting, in order to maintain continuity and consistency. They may take responsibility for stewarding, interpretation in matters of stewarding, and general NHRPA procedure. They will liaise with each Promoter at least seven days in advance of each meeting, ensuring provision of a driver entry list, the required number of races, and any other information as necessary or available. They will ensure grids are provided, when relevant.

They will be in supreme control of matters pertaining to NHRPA National Hot Rod racing, and shall have the duty of enforcing all Regulations contained herein.

Throughout the racing, they will be available and, in particular, they should:

- Check that all drivers appearing in every event are eligible and are placed in their correct grid positions.
- Deal with any protest delivered to them under these Regulations.
- Take the appropriate action against any driver who commits a breach of any Rules & Regulations, and/or protocols herein.
- Be reasonable and courteous towards all drivers and officials, and not permit themselves to

become involved in discussion on matters of protest with anyone other than the drivers concerned.

- Ensure that, where a driver is penalised, results are revised appropriately, and the driver is made aware of the action taken against them.
- Ensure that the Commentator announces details of all penalties and disqualifications that they have imposed.
- Ensure that no unauthorised persons are present in the commentary box at any time during the meeting.

### **3.4 NHRPA Points Keeper & Grader**

It is his responsibility to collate results from meeting officials, after verification. In the case of World Qualifying race meetings, he will keep a running total of all driver's scores, meeting by meeting. In the event of two drivers' qualifying scores straddling two groups, it is accepted that both drivers have achieved sufficient points to attain the higher group position. During qualifying lap times, the faster driver will take the appropriate higher group grid position, denoted by the time he achieves. The slower of the two tying drivers will automatically take pole position of the next group, regardless of their time, or that of the other drivers in his lower group.

The running total will be traceable and verifiable. He will be made aware of any and all disciplinary (point) decisions against all drivers, and maintain an authenticated log of same. He will make the NHRPA and meeting officials aware of any driver ineligible to race under the 'totting-up' of disciplinary points rules.

He will calculate the totals and averages to determine all driver's grid positions. In the case of new and returning drivers, his decision on grid position is final.

At Championship meetings, he will oversee the draw for grid positions, verify the grid, and calculate points to create the grid for the final or Championship race from the heat results.

### **3.5 Lap Scorer(s)**

In conjunction with the electronic lap scoring, the Lap Scorer(s) shall determine the finishing order of cars in each race, and indicate when the placed, or point-scoring, cars have all crossed the Finishing Line (so that the Red Flag, signifying the end of the race, can be displayed). The Lap Scorer(s) must carry out a continuity check on all placed drivers before allowing the results to be announced.

The Lap Scorer(s) will also:

Amend the results if instructed to do so in the light of penalties or disqualifications imposed by the Steward/NHRPA Racing Directors.

Remove any driver, who was subject to disqualification during the race, from the results.

Be available, if required, to discuss results of the Meeting with the Steward.

Produce, for the Promoter, copies of a marked sheet showing the full list of starters and non-starters in each event, with a cross-checked total. The sheet must be signed, and show the start and finish times of the Meeting.

At no time, during or after the Meeting, should the Lap Scorer(s) discuss the results with any person other than an Official of the Meeting.

### **3.6 The Scrutineer**

It shall be the duty of the Scrutineer, immediately before the start of every race meeting, to satisfy himself that each competing car conforms to these Regulations, and any supplementary Regulations, and is in proper condition to be driven, and also that each driver is properly equipped as to helmet and clothing. On finding fault with a driver or car, he shall issue a signed report to the driver, in the form of completion of the relevant section of the said driver's licence. Depending upon the nature of the fault, the driver of

the car may not be permitted to race until the fault is rectified, and subsequently passed by the Scrutineer and Clerk of the Course.

### **3.7 The Starter**

His/her duties shall include direction of the Start and Finish of all racing at a race meeting. He/she shall demand that all cars conform to his Race Start requirements, and do not commence active competition until he waves the Green Flag.

If the start of the race is not undertaken in an orderly manner, and to their, or the Steward's and/or NHRPA Racing Director's general satisfaction, by use of the Red Flag/Raceceivers he/she may order all cars to stop racing and re-assemble. The Starter will, during racing, relay to competitors such signals as may be directed to them by Race Control. Failure on the part of competitors to observe and obey such signals will be dealt with by the Steward and/or NHRPA Racing Director, and not the Starter. At the termination of the last lap, the Starter will wave the Chequered Flag to the car that (subject to official confirmation) is deemed to have completed the designated race distance first; he/she will then display the Red Flag, when directed by the Steward. All signals and flag directions given by a Starter shall be clear and easily defined, and must be given without prejudice.

### **3.8 The Commentator**

He is responsible for giving the spectators such information as they may reasonably require to enjoy a meeting. In particular, he should:

Ensure that he is aware of the names and numbers of all drivers who are additional to the programme.  
Ensure he does not pass comment on Rules & Regulations applying to the Meeting, competitors, and events, particularly if he is not completely familiar with the relevant Rules & Regulations.  
Not make any announcement which could in any way be construed as anything less than impartial.  
Announce, at least twice, the results of each event down to tenth place, at a time when the spectators are not distracted by other happenings, or a high level of engine noise.  
Give due publicity to future meetings advertised in the programme, and on the NHRPA fixture list.  
Without personal comment, make any announcements to the spectators, as required by the Steward of the Meeting.  
Refrain from any personal comments or remarks to drivers which would not be understood by the general public.  
Repeatedly announce the name of the sponsor of the meeting.

### **3.9 Trophies**

All races will normally carry a trophy for the winner. Finals will normally carry trophies for the first three drivers. In the case of Perpetual Trophies, these are to be held by the winner until the event is next competed for; he/she must then hand over the trophy to the Promoter who is next running the event. Where a Perpetual Trophy is won three times by the same driver, it shall not become the property of the driver; instead, he/she will be presented with a Special Award Trophy, marking their outstanding achievement of triple success.

### **3.10 Minimum Number of Races**

A Promoter should offer drivers the number of races requested at any one meeting by the NHRPA Racing Directors.

### **3.11 Race Procedures on the Track/Raceceivers**

Before racing commences, drivers should be made aware of the races for which they are eligible, and their grid position. Raceceivers must be in working order for every race. If not, the driver concerned will not be allowed to race until he/she can hear the steward's instructions. **Raceceivers must always be used during meeting practice sessions.**

When summoned to the track for each race, drivers should drive onto the track in a safe manner and progress into their grid position as pre-determined and notified to them prior to the start of the meeting, unless otherwise directed via the Raceceiver. Drivers must not wheel spin their car through the pit gate,

there are officials on track. If possible, a discernable gap will be left between what would equate to the "Grades" on the grid.

Drivers may not change their pre-allocated races at split-heat meetings. The race allocation sheet that drivers are given on arrival will be rigidly adhered to.

Race order for events featuring a Rolling Start or a clutch start will require cars to be lined-up, side-by-side/two-by-two. A minimum of one car-length should exist between rows.

### **3.12 Rolling Start**

Races featuring a Rolling Start will only have warm-up laps at the NHRPA's/Steward's discretion. No Pace Car shall be used, except as a matter of tradition (such as at the World Final).

Cars should proceed on the warm-up lap at walking speed until approaching turn three (3), when speed should be increased to racing speed in anticipation of the Green Flag.

Grid formation MUST be retained until the Green Flag is given. The Green Flag should be given as the front cars exit turn four (4). It is advisable that, should the start be unsatisfactory, the cars should not be stopped by means of a Red Flag/Raceceiver until one lap has been completed. Prior to the start, or re-start, a driver being too far in front or reducing speed on approaching the starting line, may be excluded or docked places at the discretion of the steward.

### **3.13 Clutch Start**

Races featuring a Clutch Start should have three warm-up laps after the grid has formed, on the Starter's signal. If the pre-arranged spacing is gone, the Steward may direct the re-positioning of cars, via the raceceiver, with no further warm-up laps. Any driver moving before the green flag drops will be liable to immediate exclusion or could be docked places at the end of the race.

## **4. FLAG SIGNALS USED AT NHRPA EVENTS**

### **4.1 The Green Flag &/or Light**

Is used to signal the start or recommencement of racing.

### **4.2 The Yellow Flag Stoppage**

The yellow flag is used to signal a caution period. A Flag Marshal, wishing to inform the Starter or the Steward of a serious incident, or the presence of hazardous objects or material on the track shall do so by holding an indicator board or a yellow flag 'open' above their head, whereupon the Steward may introduce race suspension which does not constitute a red flag stoppage. Competitors must slow to walking speed and run in single-file formation. Any driver unlapping himself or breaking rank from the single file, without authorisation, will be immediately excluded from the restart of the race. If you overtake the pace car during a stoppage, unless instructed by the Steward, you are liable to be disqualified from the race. Drivers are not permitted to leave the seat of their cars or have anyone touch their car. If their mechanics enter the arena, the driver will be excluded, whether they receive assistance or not. Cars must restart in the same condition as before the stoppage. In preparation for the re-start, cars will be lined up in the order prior to the stoppage, lap-down cars must remain in the position they occupied on the track at that time. **In accordance with ORCi guidelines (February 2012), following a yellow flag caution period, the car(s) being the PRIMARY cause of the stoppage will be removed from the race. Any other cars involved in the stoppage, not deemed the PRIMARY cause, and that are eligible & safe to rejoin the race without outside assistance, may restart from the rear of the field as directed by the Steward. Unless instantly clear at the time of the stoppage the Steward will, post race, investigate the events that resulted in the stoppage to determine the nature of any penalties, if any.**

The Steward is empowered to re-instate any driver being in his opinion, accidentally taken out of the race during a stoppage. Lap scoring is suspended to ensure that the appropriate number of racing laps are raced. When the cause of the Yellow Flag period is deemed clear, the Starter should hold Yellow and Green Flags stationary for one lap; if satisfied, the Green Flag should be waved as the lead car exits turn four, and racing recommenced at the Steward's/NHRPA Racing Director's discretion. Any driver causing

a stoppage through injury cannot take part in the remainder of the meeting.

A stationary Yellow Flag may be held by a track Marshal to signal a potential hazard, not deemed detrimental to racing, as a warning to drivers.

#### **4.3 The Blue Flag**

Will be shown to any driver holding up another driver by the way he/she is driving. A driver given the Blue Flag must hold one racing line consistently on straights and bends; this must either be the 'inside' line or the 'outside' line. Coming from the 'inside' line on a bend to the 'outside' line on a straight is not permitted when a driver has been given the Blue Flag. A Blue Flag may also be waved at a group of drivers whose driving lines are impeding their own and following drivers' progress; and/or at a group of drivers to announce that a car on the lead lap is approaching, and that they should make a line available for them to pass, so as not to impede that lead car's progress.

#### **4.4 The Black Cross Board or Flag**

This is shown to a driver indicating that he may have committed a racing offence and is now under surveillance. It has no bearing on whether or not a driver might be penalised in the final result, which decision is entirely at the Steward's/NHRPA Official's discretion.

NB: A driver may also receive a black cross penalty without being physically shown the signal.

#### **4.5 The Black Flag**

This is waved at a competitor to indicate that he/she is being excluded from the competition and must discontinue racing in that event, moving off the track as soon as it is safe to do so. This may be used in cases of extreme misdemeanour (a penalty offence) at the Steward's/NHRPA Official's discretion. Ignoring the Black Flag may result in being 'Loaded-up' and taking no further part in the race meeting.

#### **4.6 The Red Flag Stoppage**

A race may only be stopped under a red flag on instruction from the Steward, in the interests of safety or other contributory factors e.g. the pit gate has to be opened to facilitate entry to the track of either an ambulance or breakdown vehicle, although this can also be done under a yellow flag, at the Steward's discretion.

In the event of no cars having completed more than three laps of the total distance, the race shall be re-run. Note that a temporary halt under yellow flags is not the same as a stoppage under red flags.

In the event of any car in a stopped race having completed more than  $\frac{3}{4}$  of the total distance, the race shall be deemed ended and positions awarded according to the last fully completed lap of each car. The car(s) causing the race to be stopped cannot be included in the result.

In any stopped race where no car has completed  $\frac{3}{4}$  of the total distance, the race shall be restarted and run over the balance of laps outstanding to the leading car. The cars shall be restarted in single file, rolling start, in the positional order and on the same lap as they were at the time of the stoppage. Positional order shall mean 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> etc. Cars one or more laps down will continue the single file grid after the lead lap cars and restart with these laps to make up on the lead car.

The only cars permitted to take part in any re-run shall be those having taken part in any/all other restart(s) immediately prior to the stoppage. A car missing taking part in a restart shall not be eligible to compete in any subsequent restart of the same race. The car(s) causing the race to be stopped cannot be included in the result. Any driver causing a stoppage through injury cannot take part in the remainder of the meeting.

A driver may be permitted to leave their car during a red flag period, under the direction of the Steward/Clerk of the Course, but any work performed must comply with the regulations:

If a driver wishes to carry out work on a race car and that work can be completed within the stoppage time, the car must first be removed to a safe area within the arena. The driver must not leave the confines of the race circuit to perform this work. Unless otherwise indicated, no driver may receive outside physical assistance from non-track personnel once a race has been started. No personnel may

proceed onto the track, unless specifically instructed to do so under the direction of the Steward/Clerk of the Course. Tools or parts must not be handed over the safety fence. The carriage of spare parts or tools within the race car, the use of implements from within the arena whether they be part of another car or stadium items is forbidden. It is not permitted to transfer parts from a disabled car within the arena. Cars being push started will not be deemed as outside assistance. Disqualification may result from any breach of this Rule.

#### **4.7 The White Flag with Blue Centre**

Indicates drivers should be cautious of oil, or other debris, on the track.

#### **4.8 The Red & Blue Flags held together**

Is the signal that mechanics are allowed on the track to assist their driver in the event of a lengthy stoppage, with instructions from the Steward via the meeting Commentator. Mechanics must be in the appropriate overalls and only enter the track on these signals. They must leave when instructed, or disqualification may follow.

#### **4.9 The White Flag with a Red Cross (X)**

Is a technical disqualification flag. This is used to signal to a driver that they have a problem with their car and must immediately retire to the infield.

#### **4.10 A Lap Board**

Indicating the number of laps remaining to be completed will be displayed by the Starter over a minimum of the last three laps.

#### **4.11 The Black & White Chequered Flag**

Is used to signal the end of the race and indicate the provisional winner. Drivers must continue to race at speed until the Red Flag is displayed (at the Steward's discretion), indicating racing must cease. Any offence committed on track after the red flag will render the driver liable to suspension.

### **5. HEALTH & SAFETY**

It is the driver's responsibility to ensure that current health and safety legislation is adhered to when in the pits area. Any driver who ignores a health & safety instruction from any Official will be loaded-up.

When abandoning cars during a race, you must either retire to the central safety compound or to a safe distance behind the safety barrier. You must not remove your helmet until you are in a safe area.

### **6. WORLD QUALIFYING ROUND FORMAT & RULES**

To participate, an entrant must conform to the Rules & Regulations contained within these "National Hot Rod Rules of Racing".

**6.1 Dropped Scores:** There are usually sixteen rounds per series. A driver's lowest meeting score will be deducted from their total at the end of the series. This is to reduce the pressure of having to attend every WQ round. If you miss a round due to illness, holidays, family commitments etc., this counts as your dropped score. This excludes non-attendance due to a ban.

**6.2 Grids:** At the beginning of any NHRPA-sanctioned World Series, the NHRPA Grader will work out the average points scored by each driver in their last three meetings (whenever the data is available). The grid will be compiled using the precise reverse of these scores (i.e. highest average at the back of the grid, the lowest average at the front of the grid).

New drivers will start at the back of the grid for their first three meetings.

At Round Two, drivers' new averages will be used to compile the grid at that Meeting, and so on.

After three World Series Meetings, each driver's average will become a rolling average, lasting for the duration of the World Series. The system begins again for the following season.

**6.3 Points Scoring:** Points are available to every driver who fulfils the NHRPA booking-in procedure satisfactorily and attempts (to the satisfaction of the NHRPA) to start a race in that meeting.

Points are scored for World Qualifying heats and final as follows:

1<sup>st</sup> 20pts 2<sup>nd</sup> 18pts 3<sup>rd</sup> 16pts 4<sup>th</sup> 14pts 5<sup>th</sup> 12pts 6<sup>th</sup> 10pts 7<sup>th</sup> 9pts 8<sup>th</sup> 8pts 9<sup>th</sup> 7pts 10<sup>th</sup> 6pts 11<sup>th</sup> 5pts  
12<sup>th</sup> 4pts 13<sup>th</sup> 3pts 14<sup>th</sup> 2pts 15<sup>th</sup> 1pt

**Heats** will be lined up from the current **averages** with the highest average at the back.

New or returning drivers (who do not have an average) will start at the back of the grid.

World Qualifying points will still be awarded as usual: 20 points for 1st, 18 points for 2nd, down to 1 point for 15th place.

**Final;** Only a specified number of cars will qualify for the Final (this will vary from track to track, and drivers will be made aware at each track of the number of cars that may qualify).

Tracks are limited to the following numbers for finals, (at the NHRPA's discretion):

Ipswich – 32 cars

Northampton – 30 cars

Birmingham – 26 cars

Skegness – 30 cars

Hednesford – 32 cars

Aldershot – 24 cars

Yarmouth – 24 cars

The results from your heats will give you points, (as per the Carole Longhurst points chart), to determine the maximum number of qualifiers for the final. These qualifiers will be lined up in reverse average order (highest at the back).

Again, any drivers who do not have an average will start at the back of the grid. During the period at the start of the new season when averages are based on the last three meetings, no driver may drop below 75% of their previous year's average. This will only apply during any drivers first three meetings of the new season.

World qualifying points will be awarded as usual, as above.

This system will be reviewed at the NHRPA's discretion.

Heats will normally be run over 25 laps, the Final over 35 laps.

## **7. CHAMPIONSHIPS/NON-WORLD QUALIFYING RACE MEETINGS**

The following championships are officially designated, allocated, and recognised in status as NHRPA titles:

The World Championship

The National Championship

The European Championship

The British Championship (may be 'Open')

The English Championship (Title awarded to the Top Points Scorer of the World Series in England)

The N. Irish Championship (Title awarded to the Top Points Scorer of the World Series in N. Ireland)

The S. Irish Championship (Title awarded to the Top Points Scorer of the World Series in S. Ireland)

The Scottish Championship (Title awarded to the Top Points Scorer of the World Series in Scotland)

The Championships, other than The World and The National, shall be allocated to promoters and tracks, at the discretion of the NHRPA. At a future date, it may be decided to offer World Qualifying attendance points at Championship events. In this situation, such a change will be duly notified.

The 2012 World Final grid will consist of 20 English, 3 Southern Irish, 5 Northern Irish, 4 Scottish and invited European/Continental drivers. This will be reviewed year on year.

### **7.1 Championship Grids**

Championship grids will be split into two, three or four groups, depending on the size of the entry. Each driver will race in two or three heats. If two heats, the second heat grid will be the reverse of heat one. If three heats, each driver will have as near as possible to a front, middle and rear grid position. There will be a public draw for group and grid positions for heat one in the presence of an NHRPA Official.

The grid for the Final or Championship Title race will be calculated by using the combined results from each heat (by means of the Carole Longhurst points calculator). Highest scorer takes pole position and so on.

In all instances, spaces must be left on the grid where any drivers present, but not able to race, would have started.

Points for the Final grid will be calculated down to the last car running, as recognised by the official Lap Scorer. The Steward's/NHRPA Racing Director's decision on this matter is final.

All drivers must race in the meeting final, including Spedeweekend, if mechanically able. The spectators have paid to see you race. Failure to meet this criteria will result in loss of prize/travel/start money from the meeting and a ban from the next WQ meeting.

### **7.2 World Final/Spedeweekend.**

The World Final grid will be decided by hot laps. (Three laps each, one driver on track). There will be a draw amongst all qualifiers to decide the order of who goes on track when. The track conditions for your hot laps will be the luck of the draw and if they change, your times will still stand. English drivers will be timed within their groups of four and non-English drivers will slot into the grid. Pole position will go to the driver who puts in the fastest lap time, regardless of which group he/she is in. All drivers will thus have the chance to be in pole position.

### **7.3 Lining Up For Races**

When asked to line up for races, you must do so immediately and be at the pit gate when it opens. The pit gate will be closed as soon as the waiting cars are on track. If you are not in the line-up you will miss your race and may not change to another heat.

## **8. PENALTIES, PROTESTS & DISCIPLINARY PROCEDURES**

Hot Rod racing is a non-contact sport, which means that there is no deliberate pushing, boring, or baulking in a National Hot Rod race. During close competition racing, incidents do happen that might appear to be deliberate, but may well have been accidental. Race control officials are constantly on the lookout for these incidents, and when they happen they decide whether or not the incident was deliberate; if this is the case, then a penalty may be meted out by the Steward or NHRPA Racing Director(s).

Should both drivers involved consider the incident to be accidental, the Steward's or Clerk of the Course's decision may be reversed if both drivers report the facts to an official who will then inform Race Control immediately after the race in which it happened. This might occur if neither of these Officials actually witnessed the incident, but based their decision on evidence given to them by other Officials. In other words, the driver(s) will be given the benefit of the doubt on the first occasion, but should a similar incident occur soon after, it may well be decided that the offender is rough, inconsiderate in their driving, or the incident was deliberate, and, therefore, a penalty is justified. Whilst a Steward or NHRPA Racing Director is deciding whether an incident is accidental or not, he may well take into consideration whether that contact resulted in an advantage being gained by the offending driver.

### **8.1 Penalties**

A Black Cross may be given to a driver to warn them that he/she is under observation by the Steward/NHRPA Racing Director(s) for a perceived offence.

A repeat of the offence, and/or anything more serious, may result in a Black Flag disqualification.

The Steward/NHRPA Racing Director(s) may, after due consideration of the evidence, at the conclusion of the race either act upon, or disregard, the Black Cross.

If acted upon, the driver concerned may be penalised by being dropped a number of places in the final result. As a guide, this will be double the number of places gained by the offence. Drivers cannot protest a black cross, which doesn't carry any penalty points.

A Black Flag given for serious misdemeanours (not for reasons of Health & Safety), will result in five penalty points, in addition to the driver being removed from the result (i.e. disqualified from the race). These points will be deducted from their points total and added to their penalty points tally. Drivers cannot protest a black flag. Two black Flags at one meeting = Load Up.

For more serious misdemeanours (or continued bad conduct), the Steward/NHRPA Racing Director may 'Load-up' the driver concerned. These misdemeanours include physical violence, intentional ramming, and other offences at the Steward's/NHRPA Racing Director's discretion. For 'loading-up' offences, all points (however many) and prize monies at that race meeting are forfeited, and 10 points are issued and added to his penalty points tally.

Any driver whose car fails a weight check (i.e. is outside the allowable weight limits after a race meeting has officially started) will be automatically banned from two subsequent World Qualifying Rounds in the driver's chosen series - although ten penalty points does not apply for car weight infringements.

With immediate effect, should a driver or a member of their pit crew enter race control or approach the NHRPA Racing Steward(s) outside of race control without prior permission then the driver will be loaded up immediately.

## **8.2 The Penalty Points 'Menu'**

Any driver receiving two Black Flags (for serious misdemeanour only) at any one race meeting will receive a 'Load-up' for the second Black Flag, with a total of 10 Penalty Points (i.e. load-up penalties supersede penalties tallied for the first Black Flag).

All penalty points are retained for 10 meetings attended by the driver. Any driver reaching 20 or more will miss the two following World Qualifying or World Championship race meetings (in their own series). On completion of the two-meeting ban, 20 points are removed from their racing penalty points tally. However, if, over the following 12 months, he/she again reaches 20 or more penalty points, receives a 4 meeting penalty (i.e. the previous number of meetings missed), and so on.

## **9. PROTESTS**

The right to protest against any decision to load up and/or ban, that may have been made or committed in connection with National Hot Rod racing, lies only with a licensed driver, not his team, family, mechanics, sponsor, or entrant. There is no right of protest against a decision, made by the Clerk of the Course, Scrutineer, Steward, Lap Scorer, or NHRPA Official, which has been based upon a matter of fact, or a black cross or a black flag.

Objection by a licensed driver regarding the eligibility of a car must be accompanied by a £250 deposit, and can be made only by a licensed driver competing at that race meeting. If the protest is upheld, the £250 will be returned. If the protest fails, the £250 will be awarded to the driver against whose car the protest was made.

All protests and appeals should follow the NHRPA Disciplinary Procedure, as outlined herein. Protests and appeals which do not follow the said procedure will be disregarded.

## **10. DRIVING BANS**

Bans issued by the NHRPA extend across all ORCi-administered Formulae. The racing ban for totting up 20 penalty points will only apply to National Hot Rods. Drivers may race in other formulas during this ban. This only applies to reaching 20 penalty points for racing incidents. For serious misdemeanours, e.g. aggressive behaviour, the usual ban across all formulas and tracks still applies. For the avoidance of doubt, the following rule regarding drivers issued with a ban from racing – either for a specified breach of NHRPA rules or under the penalty points "totting up" procedure – will apply.

An “x meeting ban” shall refer to an equivalent number of World Series meetings in the region in which that driver competes (to include the World Final if applicable). Any driver issued with a racing ban shall have a specified date issued as the date he/she may return to NHRPA sanctioned racing. This date will be one day after the number of World Series rounds (to include the World Final if applicable) of the ban issued have been completed.

For example: a driver issued with a two meeting ban at round one of his/her chosen region, may return to racing the day after round three in that region has been completed. He/she may not compete in any NHRPA sanctioned event until that specified date. A driver issued with a two meeting ban at a championship event will not be able to compete at an NHRPA sanctioned event until one day after two World Series rounds have been completed in the region in which he/she normally races.

## **11. FURTHER RACE PROCEDURES, RULES & GENERAL POINTS**

(a) Punishable Acts (at Steward's/NHRPA Racing Director's discretion):

- Jumping a clutch start.
- Jumping a rolling start.
- Holding back on a rolling start.
- Not holding a particular line when repeatedly shown the Blue Flag.
- Persistent 'love taps'.
- Where advantage is gained by contact, the driver may be penalised by the number of places up to double that of the advantage gained or they may be disqualified.

(b) Where 'driver A' is docked positions and 'driver B', who finished ahead of them in the declared results, is later in the meeting subsequently excluded from the results e.g. after being loaded up from the meeting, any revision in the results will ensure that 'driver A' will not retrospectively gain a position back e.g. if placed 6<sup>th</sup> after being dropped 2 places, they will remain 6<sup>th</sup> in the results even if a driver finishing ahead of them is subsequently loaded up.

(c) A car pushed at unreasonable speed from the rear into a bend may be deemed to have been deliberately 'fenced', even if not actually hitting the fence. The penalty may be as for Black Flag and/or 'Load-up'.

(d) For a 'Load-up', the driver will be deemed not to have taken part when calculating points averages. In addition, all points and prize monies are forfeited. The Steward, Clerk of the Course, or NHRPA Official, must inform the driver that he/she has been 'Loaded-up' as soon as possible, and certainly before making an announcement to the public to that effect.

(e) Drivers deemed to have committed retaliation, or other gross misdemeanours, will be 'Loaded-up' for the rest of the meeting. They may, in addition, receive a ban (usually of ten World Series events) in their own series with immediate effect, though this ban may be increased, decreased, or suspended in part, at the NHRPA's discretion. Drivers have the right to appeal as per the Disciplinary Procedure.

(f) Black Crosses are recorded on the Steward's report only when action is taken on them.

(g) Drivers ignoring a Red Flag will be excluded from the race (Black Flag) and receive the resultant penalty.

(h) In exceptional circumstances, if, in the last three laps, the probable race result is changed by an infringement by a driver, the Steward (at his discretion) has the power to stop the race and effectively 'award' the result to the driver who would have gained the result if the incident or infringement had not happened.

## **12. DISCIPLINARY PROCEDURE**

In 2000, the NHRPA introduced a new disciplinary procedure, designed to streamline the old system, and to ensure drivers receive a fair hearing with a faster verdict.

### **12.1 Stage One: Offence & Protest**

The system remains of:

Black Flag attracting disqualification and 5 penalty points; and a 'Load-up' attracting 10 points and the loss of all scores.

In addition, the steward now has the authority, after consultation with an NHRPA Official, to issue a three-meeting ban for more serious offences. The driver may accept or reject this ban decision. If he rejects it, he should go to Stage two, although, by doing this, the length of the ban can also be increased. The driver will be informed of this ban at the meeting, and if he accepts it, it is served immediately, without the penalties incurred by a "load-up".

A protest against a "normal" racing penalty (Black Flag/Load-up) must be lodged with a representative of the NHRPA, on an official form, within 30 minutes of the last NHR race. This will be heard on the day. The Race Steward, will consider the protest with the aid of video evidence, if available; a witness may be called by the officials and the driver. A decision on whether the protest is upheld or denied will be made on that day. If the driver still is not satisfied, he may appeal against this decision by going straight to, and following, the procedures in Stage Three below.

### **12.2 Stage Two: Panel**

Only employed if a driver DOES NOT accept a Steward's ban:

having signed the rejection of the ban when informed by the Steward of his/her ban at the track; or, by a Steward if he feels he has insufficient power to punish the driver by the Stage One penalties.

An NHRPA Disciplinary Panel, consisting of one promoter, one NHRPA official, and one registered driver, (as a witness), will endeavour to arrange a hearing within 14 days of the event concerned.

If the Race Steward referred the driver to this Stage, the accused driver will be informed of the offence of which he/she is accused on the day of the incident. He/she will then be advised, in writing, of the date and time of the disciplinary hearing, at least 7 days in advance of the hearing. The driver is permitted to call two witnesses, and submit video evidence of up to 5 minutes duration, supplying equipment for viewing the video. The judgement of the Disciplinary Panel will be available from the NHRPA from 10.00am on the day following the hearing, and will be confirmed, in writing, on that day. The Panel also has the power to award costs against the driver.

### **12.3 Stage Three: Panel**

Only to be reached if a driver is dissatisfied with the outcome in either Stages One or Two.

Every driver who receives a penalty, ban, or any other disciplinary action, who has protested correctly and wishes to appeal against the result of a protest (either against the Steward's/NHRPA's decision on race day, or against a Disciplinary Panel's decision), may use this final Stage in the process. This Stage will normally only be reached because new evidence has come to light after either the race day protest, or the Disciplinary Panel verdict.

Stage Three appeals must be lodged in writing with the NHRPA within 7 days of the race day protest verdict, or the Disciplinary Panel's verdict, and must be accompanied by an Appeal Fee of £100.

An Appeals Panel will be set up, consisting of an NHRPA promoter, an official, and a driver, (as a witness), none of whom originally heard the case, either at the race day protest stage, or (if it has been through Stage Two) the Disciplinary Panel stage. A member of the Disciplinary Panel, or an official of the meeting, may also attend to provide additional information to the Appeals Panel.

Only in exceptional circumstances, at the NHRPA's discretion, will the driver be able to race "under appeal" (i.e. will be the exception, not the norm). This permission will be granted only by the NHRPA, and only on application. All Appeals will be heard as soon as possible, normally when other Appeals are heard.

The decision of the appeal panel is final. The Appeal Panel is able to uphold or reject appeals. It also has the power to reduce or increase the original penalty, ban, fine, or other disciplinary action, and award costs of the appeal.

## **13. NEW TYRE ALLOCATION: 'BONUS' ROUND**

A 'bonus' round for new tyres will be selected and announced by the NHRPA where drivers can declare up to 4 new tyres to be added to their allocation – there will only be one bonus round for each nation per year. The 4 new tyres cannot be added to your allocation at any other round – you must be racing at the designated bonus round. All tyre numbers must be accurately recorded on your tyre record sheet – failure to do so will carry the same punishment as any other wrongly declared tyre (i.e. banned from two subsequent World Qualifying Rounds in the driver's chosen series) although ten penalty points does not apply for tyre infringements.