



National Hot Rod



Rules of Racing

January 2026

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

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 – except at the NHRPA's discretion.

The National Hot Rod entered must conform to all the NHRPA car construction Technical Specifications and may only be driven competitively by drivers registered with the NHRPA. Registering with the NHRPA signifies acceptance that the driver 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 driver. Prize money may be forfeited if not collected by the end of the meeting. It is the responsibility of each driver to declare any and all prize money to the Inland Revenue.

Drivers Booking-In Procedure

International Meetings: Via hosting promotion.

English Meetings: Call 01252 322920 or visit www.spedeworthtickets.co.uk to book-in online

Northern Ireland Meetings: Text or e-mail Darren Black on 07980 630703 info@dmcracepromotions.com

Scotland Meetings: Call 07584 837445 or visit <https://www.hardieracepromotions.co.uk/pages/forms/book-to-race/>

Ireland Meetings: Call 00353 870608042

Deadlines: For all bookings, and to notify your playing of a 'Joker' at World Series meetings: Friday meetings - Wednesday 5pm. Weekend meetings - Thursday 5pm.

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 then cancels after the booking deadline, or does not show up on the day of the race meeting, 10 points will be deducted from their points total (unless exceptional circumstances e.g. family bereavement). NHRPA decision will be final.

Whenever a race meeting is held a driver's briefing will take place before the first heat. Attendance is compulsory (a driver may also bring an additional team member) 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 – unless expressly permitted e.g. World Final and using a different car in World Final support races. 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 approved it, and do agree to abide by the rules as set out below and in the NHRPA rulebook and supplementary sheets.

1. 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.
2. 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.
3. 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.

4. I fully understand the nature and type of racing in which I wish to participate and the circuits' 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.
5. I understand that any injury sustained during racing on affiliated/authorised tracks will entitle me to the personal accident 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 promoters.
6. 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.
7. THE NHRPA RESERVES THE ABSOLUTE RIGHT TO REFUSE TO GRANT A RACING LICENCE TO ANY APPLICANT WITHOUT GIVING A REASON.
8. 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. • Deemed to bring the sport into disrepute.
9. 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).
10. I am over 16 but not over 64 years of age (if you are over 16 but under 18 years of age you will need a parental consent form to accompany this licence). Note: If you're over 64 and under 70 you will need to provide a Full Drivers licence and a Medical Certificate.
11. I will pay SPEDEWORTH on the signing of this agreement the appropriate fee set out below: 11.1 £115.00 inc. VAT for renewing (non-Provisional) drivers. 11.2 £115.00 inc. VAT for Provisional Drivers.
12. NHRPA will on acceptance of this agreement supply me with a Driving (Racing) Licence (aka log book), and Number (exclusive to myself for the period of this agreement), and the opportunity to race according to the rules set out in the Rule Book. I understand that it is my responsibility to ensure that I receive a copy of the 2018 rules and regulations, downloadable on the NHRPA page at nationalhotrod.com or available as a printed copy on request.
13. I understand that any Sponsorship, Advertising rights or Benefits I might receive from the same, must have the prior written approval of NHRPA.
14. Not to cause, or be a part of in any way involved with any action that would or could disrupt a race meeting. I also understand that I am responsible for the actions of my pit crew and family members, and acknowledge that if their behaviour in any way disrupts a race meeting; my license may be suspended or in some circumstances, cancelled.
15. That except in the case of death or personal injury caused by NHRPA's negligence, or as expressly provided in this Contract, NHRPA shall not be liable to me by reason of any representation (unless fraudulent), or any implied warranty, condition or other term, or any duty at common law, or under the express terms of the Contract, for any loss of profit or any indirect, special or consequential loss, damage, costs, expenses or other claims (whether caused by the negligence of NHRPA, its servants or agents or otherwise) which arise out of or in connection with the provision by NHRPA of this Contract and the right to race at the Circuits or the use of the Circuits by me, and the entire liability of NHRPA under or in connection with the Contract shall not exceed the amount of NHRPA's charges pursuant to the Contract.
16. Either I or NHRPA may (without limiting any other remedy) at any time terminate the Contract by giving written notice to the other if the other commits any material breach of the Contract and, if such breach is capable of remedy) fails to remedy the breach within 30 days after being required by written notice to do

so, or if the other goes into liquidation, becomes bankrupt, makes a voluntary arrangement with its creditors, or has a receiver or administrator appointed.

16.1 This Contract constitutes the entire agreement between us and supersedes any previous agreement or understanding and may not be varied except in writing between myself and NHRPA.

16.2 English law shall apply to this Contract and both I and NHRPA agree to submit to the exclusive jurisdiction of the English Courts.

17. We advise you to take a copy of this license for your own records, before returning it for processing.

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. 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 if the infringement is deemed to be a safety issue. Minor infringements e.g. roof numbers the wrong colour/size would not represent a safety issue. He/she may be allowed to practice/race providing the fault does not present a safety issue. If a driver's participation is restricted to practice, 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. It is the driver's responsibility to ensure his/her licence is signed at the end of each meeting. 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. Provisionally licensed drivers may also be permitted to 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 licencing 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.

Drivers who have racing experience may, at the NHRPA's discretion, be seeded in to the grid for their first race meeting. This will be dependent on the new driver using 3 used, previously registered tyres and 1 new. Any new drivers who use 4 new tyres must book there joker when booking in to race to have this counted as their 'joker' round.

All other provisional drivers will start their first three meetings from the back of the grid and then seeded into the grid for their fourth to sixth meetings. At the seventh meeting drivers will be gridded as per their average (read on for more details re use of averages).

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-licencing Drivers

All drivers are required to re-lodge each calendar year. A licence will always expire on 31st 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 licences 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. (Former 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 sub-committee (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

Drivers should check with the promoter that is running the meeting when booking in as all promoters will determine the pay to race fee independently.

6 Exiting the Car

All drivers must be able to exit the car from a race ready position (crash helmet, seatbelts, Hans Device/Neck Brace, gloves, window net as in a race) within a reasonable time without any outside assistance

3. RACING OFFICIALS & DEFINITIONS

3.1 B.O.R.S.E.

The NHRPA, and its Promoters, are full members of the British Oval Racing Safety Executive (B.O.R.S.E.). 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 Race Control 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 drivers' scores, meeting by meeting.

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 drivers' grid positions. In the case of new and returning drivers, his decision on grid position is final.

At Championship meetings, he will be made aware of the draw for grid positions, verify the grid, and with the Racing Directors, will ensure calculation of the 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 full list of starters & non-starters in each event, with a cross-checked total. Sheet must be signed, and show start/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(s)

It shall be the duty of the Scrutineer(s), immediately before the start of every race meeting, to satisfy themselves 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, they 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(s) 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/she is responsible for giving the spectators such information as they may reasonably require to enjoy a meeting. In particular, he/she should:

- Ensure he/she is aware of the names & numbers of all drivers who are additional to the programme.
- Ensure he/she does not pass comment on Rules & Regulations applying to the Meeting, competitors, and events, particularly if he/she 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 may carry a trophy for the winner and finals may carry trophies for the first three drivers – dependent upon each Promotion. 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.

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 discernible 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.

A minimum of the first three cars over the finishing line will report to the scrutineer for post-race checks for world qualifying rounds.

A minimum of the first four cars over the finishing line will report to the scrutineer for post-race checks for all championship meetings.

It is the Driver responsibility to report to the scrutineer with his car before returning to his pit area.

Driver will be disqualified from the race if they fail to report directly to the scrutineer for post-race checks.

No team members may touch the car until the post-race checks are completed unless directed by the Scrutineer.

3.12 Rolling Start

Races featuring a Rolling Start will only have warm-up laps at the NHRPA's/Steward's discretion. Where a Pace Car is used this must pull off on the back straight before turn 3 and prior to the green flag.

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** indicates danger as described below:

- a) During the rolling lap the Start Marshal will show a yellow flag (covering the green flag). The Start Marshal will begin the race by showing the **GREEN FLAG**.
- (b) Waved yellow flag i.e. Race Suspension:

A Flag Marshal, wishing to inform the Steward of the Meeting of a serious incident or the presence of hazardous objects or material on the track shall do so by using their radio **and/or an 'open' yellow flag held above their head**, whereupon the Steward of the Meeting may introduce a Race Suspension. Co-ordination between the Steward of the Meeting, Start Marshal and Flag Marshals in these circumstances is critical.

In the event of a major incident (which includes a car rolling onto its side or roof on the track and in the line of racing) or where loose objects or material on the track may constitute a hazard to spectators, competitors or officials, the Steward of the Meeting may bring the whole circuit under **RACE SUSPENSION** conditions, without the race being stopped (red flagged) by introducing waved yellow flags.

In the event of a wheel becoming detached from a car, immediate race suspension will be invoked.

On introduction of a race suspension: **ALL CARS MUST SLOW TO ROLLING LAP SPEED** (or stop where the lead car is so instructed) and get into single file. **THERE WILL BE NO OVERTAKING**. The single file grid may continue to circulate at rolling lap speed (some circuits will implement the use of a Pace Car to control this

speed). In some circumstances it may be necessary to bring the single file grid to a temporary halt under a race suspension (for example, to ease the movement of recovery/rescue vehicles). Such a temporary halt does not constitute a Red Flag Stoppage. Any driver unlapping them self or breaking rank from the single file, without authorisation, will be immediately excluded from the restart of the race. In this situation, drivers are not permitted to leave the seat of their cars or have anyone touch their car.

It is essential that drivers are aware and make their mechanics aware that they will be excluded should their mechanics enter the arena at this time whether or not they receive assistance. Cars must restart in the same condition as before the Race Suspension.

In certain circumstances for safety reasons, the Steward of the Meeting may authorise an official to remove metal etc. from a car during a race suspension. In this case this is not considered to be outside assistance.

In preparation for the restart, cars will be lined up in the order prevailing prior to the introduction of race suspension (yellow flags), lap down cars must remain in the position they occupied on the track at that time (not in positional order). The Steward of the Meeting is empowered to re-instate any driver being in his opinion, accidentally taken out of the race during a race suspension.

During a rolling Race Suspension, manual lap scoring is suspended, and electronic lap scoring will utilise the 'non-counting' yellow flag system, to ensure that the appropriate number of racing laps are raced.

The race can only be restarted by the Start Marshal showing the green flag to the Race Leader. The green flag will be withdrawn after all cars have passed the Start Marshal.

The following race caution procedure will take affect immediately: On the re start following a race stoppage a double file line up will be created on the restart rolling lap(s) within a certain area of the track which will be declared at the drivers briefing. Within the designated area drivers have the choice to start either on the inside or outside line. A driver cannot be in the middle of the track or change lanes once you have committed to a line. If a driver has failed to commit to a line (steward of the meetings discretion is final) before leaving the designated area will forfeit their position on restart and be sent to the rear of the grid prior to re-start green flag being waved.

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| Yellow Flag held stationary (not waved) | Track Marshals | Display in front of a stationary vehicle to warn drivers still racing that the driver of the stationary vehicle is still inside. Avoid this car but continue to race. |
| Waved Yellow Flag/Yellow Lights | Steward & Track Marshals | <u>Slow down</u> to rolling lap speed to allow marshals to attend and remove a hazard. Do not overtake the car in front. Continue at walking pace until either the Green or Red Flags are shown. If, at any time, the pace car is on track, drivers must not overtake it, unless and until instructed to do so by the Steward. |

4.3 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.

If there is a red flag, drivers MUST come to a complete stop within $\frac{1}{4}$ of a lap. You MUST NOT move until instructed so to do. Any deviation from this will result in disqualification.

In the event of no cars having completed more than three laps of the total distance, the race shall be re-run.

In the event of a stoppage, once deemed safe to continue, the race shall be restarted and run over the balance of laps outstanding for the leading car (*N.B. This is a change to the previously written rule where a race could be declared with any car having completed more than $\frac{1}{4}$ of the total distance*). The car(s) causing the race to be stopped cannot be included in the result. Completion of all remaining laps will be subject to time curfew restrictions and nature of the stoppage e.g. serious accident. Steward's decision will be final

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 1st, 2nd, 3rd, 4th 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 following 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.

4.4 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.

4.5 The Blue and White (striped) Flag

This will be shown to any driver who does not obey the Blue Flag. The Blue and White (striped) Flag indicates the driver should give up their position immediately.

4.6 The Black Cross Board or Flag

This is shown to a driver indicating that he/she 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 - that decision being entirely at the Steward's/NHRPA Official's discretion. A driver may also receive a black cross penalty without being physically shown the signal.

4.7 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. A driver may also receive a black flag penalty without being physically shown the signal.

4.8 The White Flag with Blue Centre

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

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. e.g. If a door (nearside or drivers side), bonnet, tailgate or spoiler falls off a car during a race and/or if a car catches fire during a race the driver will receive a technical disqualification. As a general principle such matters of health and safety (and hence when a car needs to be removed from the race) will be the decision of the Steward.

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.

Any driver who has to retire from a race must stay in their car and remain belted up and wearing their crash helmet. Do not exit your car unless in an emergency i.e. the car is on fire or an official gives you permission to exit. In which case make your way to a safe distance behind the safety barrier. You must not remove your helmet until you are in a safe area.

6. SEE TECHNICAL SPECIFICATIONS BOOK:

NHR.43.1/2/3/4 FOR ALL Tyre related Rules

7. WORLD QUALIFYING ROUND FORMAT & RULES

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

7.1 Qualifying Rounds: The number of rounds for the World Series in each nation will be determined on an annual basis by the NHRPA (in consultation with the NHRPA promoters). The confirmed position will be as published on the official NHRPA National Hot Rod fixture list.

ENGLAND / NORTHERN IRELAND/SCOTLAND

- The 2021/22 qualifying season will be run over 14 World Series rounds, 2 of which may be dropped. Final points chart will be based on the best points scored from 12 of the 14 rounds.
- No minimum amount of rounds is required for any driver to qualify for the World Final.

SOUTHERN IRELAND

- The 2021/22 qualifying season will be run over 12 World Series rounds, 2 of which may be dropped. Final points chart will be based on the best points scored from 10 of the 12 rounds.
- No minimum amount of rounds is required for any driver to qualify for the World Final.

The only deviation to the rules within 7.1 will be in EXCEPTIONAL circumstances at the NHRPA's discretion.

Any changes will only be undertaken where deemed to be in the best interests of the sport of National Hot Rod racing as a whole and the rationale for such change will be fully explained and communicated at all NHRPA registered drivers.

7.2 Grids: ** new for 2021/2022 **

7.2.1 Heats and Final:

- Grading i.e. WHITE, YELLOW, BLUE, RED will continue to be based upon a drivers points average.
- Grids in England at each World Series round will be created following a draw within each grade, reversed for the 2nd heat, as is already adopted in Northern Ireland.
- Scotland and Southern Ireland grid formation for each heat will remain unchanged i.e. as calculated by the NHRPA Points Keeper.
- The grid for the final will then be based on a driver's aggregate score from each heat (using the NHRPA points calculator) with highest points scorers at the front of the grid.
- If after the heats there are two drivers with the same number of points, then the driver who had the best position in the first heat will be in front on the grid for the final.

Heats and Final in World Series Northern Ireland:

- Grading i.e. WHITE, YELLOW, BLUE, RED will continue to be based upon a drivers points average.
- Grids in Northern Ireland at each World Series round will be created following a draw within each grade, reversed for the 2nd heat
- The grid for the final will then be based on a driver's aggregate score from each heat (using the NHRPA

points calculator) with highest points scorers at the **front of each grade**

- If after the heats there are two drivers **within the same grade** with the same number of points, then the driver who had the best position in the first heat will be in front on the **grade** for the final.

7.2.2 Averages and determining grid positions for heats ** new for 2021/2022 **

The use of averages to determine grades/grid positions for heats will continue as this remains the fairest way and has been proven to generate exciting action to the end of the World Series. Those who are most successful will move towards the back of the grid and those least successful will start nearer the front.

Averages are based on the points a driver has scored at meetings he/she attends over the season, and are recalculated after each round. To form an average we take your points scored over the season and divide those points by the number of meetings he/she has attended in that time. For instance if nine rounds have been completed and you have done all those rounds then your score will be divided by nine, however if you have only done five of the nine rounds then your score will be divided by five.

Grades/grids for heats, lowest average at the front of grid and highest at the back, will be calculated for World Series round 1 using a drivers best **5** scores (excluding any bonus points, double points and penalties) from the previous season. Returning drivers will have average based upon best 3 scores from last time they raced. New drivers will either be seeded into the grid or will race from back of the grid based upon their experience.

England & Northern Ireland: drivers will be graded based upon their averages, and at the Drivers Briefing will draw for their position within that grade in Heat One. Heat Two will then up in reverse order within grades to Heat One.

At World Series round 2, we will take a driver's **2nd** and **3rd** best score as at the end of the 2019/2020 World Series plus their 2021/22 round 1 score to form their average. At World Series round 3, we will take a drivers' **3rd** best score as at the end of the 2019/2020 World Series plus their 2021/22 round 1 and round 2 scores to form their average.

At World Series round 4, the best scores from the previous season will no longer be used. A driver's average will be calculated based solely upon their actual points from 2019/2020 World Series rounds 1, 2 and 3. This as much as possible removes any influence from previous season's upon a driver's average.

If a driver misses any 1, or 2 of the first 3 rounds their average will be based upon best/last scores from the previous season(s) in which they raced. If a driver misses the first 3 rounds their average will be created from their last 3 scores from the last time they raced. .

- . New drivers grid positions will remain unchanged i.e. first 3 meetings either at the back of the grid or seeded onto the grid.

The NHRPA points & averages compiler will govern grid positions and publish grid sheets for each meeting.

Other factors that have to be taken into account when forming a driver's average:

1. **Disqualification:** Should a driver be disqualified from a race, that driver will receive 5 penalty points which are deducted from their total points for that day; however, **averages** will be based on total points prior to the 5 points deduction plus the five penalty points. Technical disqualifications and overtaking under yellow flag disqualifications attract no penalty points.

2. **Load ups:** Should a driver get loaded up, for average purposes, that driver is deemed not in attendance and will remain with the average that he/she went into that meeting with. This will avoid drivers who are loaded up getting a reduced average and better grid position at their next meeting.
3. **Bans and Non attendance:** These do not count towards your average.
4. **In attendance but fail to grid:** Should any driver book-in and arrive but fail to make it on grid for any reason, then that driver is deemed to be not in attendance, and does not count towards their average.
5. **Drivers tied on averages:** Should two or more driver's tie on their average score, the driver(s) that scored the most points at the last round are deemed to have the better current form and are lined up behind the other driver(s) on the same average.

7.2.3 The Grid Formation (heats)

The grades/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 (dependent upon previous experience) may have to start at the back of the grid for their first three meetings. Number of cars racing will determine whether the grid for each race is based upon two-thirds cars, or 'all in' heats. Drivers will be informed before each meeting. The decision as to whether grids will be split or "all in" will be made by the NHRPA and the Promoter.

England & Northern Ireland: drivers will be graded based upon their averages, and at the Drivers Briefing will draw for their position within that grade in Heat One. Heat Two will then up in reverse order within grades to Heat One.

7.3 The 'Dropped' Round Score

The concept of dropping a driver's lowest scores from the points chart at the end of the World Series will continue for all nations. In 2017/2018 this will be lowest scores from two rounds – see 8.1 for further details for each nation. Dropped round scores cannot include meetings where a driver is banned from racing or was loaded up.

7.4 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.

7.5 Fin Plates

At World Series meetings, cars will be gridded in four groups or grades – white, yellow, blue and red, and each group will be denoted by a fin plate colour. Once a driver has achieved red grade he can never drop to white.

All National Hot Rod drivers are required to have available two fin plates of each colour background with their race number clearly displayed. Numbers must be a minimum of 229mm (9") high by 38mm (1.5") stroke on each side fin. The numbers should be spaced and visible from both sides of the car. NO other writing or shading is allowed on fin plates. The colours will be as follows:

- Black numbers on White backgrounds
- Black numbers on Yellow backgrounds
- White numbers on Dark Blue backgrounds

- White numbers on Red backgrounds

The fin plates will obviously need to be fastened in such a way that they can be changed at short notice. At each meeting (and in advance on our website whenever possible) the drivers will be informed which colour fin plate they need to display. The cars will then be lined up in average points order within their grade, or drawn for position within their grade (dependent on region).

This will enable the casual observer of National Hot Rod racing to track the progress of cars throughout the race, with a better idea of where they started from.

The World Champion and Regional Points Champions will also need to display the correct grading plate, as they will not necessarily be starting from the back of the grid. Their roof colour will display their championship status. **N.B.** 'Black numbers on White backgrounds' should be used for Championship events (non-World Series qualifying rounds).

Any drivers racing as a visitor from the back of the grid in another nation's World Series fixture should run white fin plates with black numbers.

The rear of the fin plate must be white only and the front of the fin plate must be in the colours of the rules and numbers must be in a professional manner. Any car that turns up not to this rule - first offence they will start at the rear of grid with a gap to the last car, second offence will be a load up.

7.6 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.

Heat and Final Points: The existing World Series 'standard' points i.e. 20 points awarded for 1st place down to 1 point for 15th place will remain as follows:

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

- **Attendance Points:** 10 points are awarded for each World Series meeting. Drivers must take the green flag to earn attendance points. If you start the final of the meeting a further 10 points will apply. Attendance on dropped rounds will not be deducted. **Attendance points will not apply at other championship events.**

Final: Only a specified number of cars will qualify for the Final (drivers will be made aware). In England, tracks have a guideline limit (at the NHRPA's discretion) to the following numbers for finals:

Aldershot – 26 cars

Ipswich – 34 cars

Birmingham – 28 cars

Northampton – 32 cars

Hednesford – 34 cars

Track limits for numbers in finals in other nations are subject to local arrangements at each venue.

Last Round in each region

The 'Dropped' Round Score concept of dropping a driver's lowest scores from the points chart at the end of the World Series will continue for all nations. In 2018/2019 this will be lowest scores from two rounds. Dropped round scores cannot include meetings where a driver is banned from racing or was loaded up **or** the last round in each region

The last round grids will be drawn as normal in the grades.

The points for the year will then be updated for the final.

The final of the last round will be points chart order highest points pole.

The only deviation to the rule will be in EXCEPTIONAL circumstances at the NHRPA's Discretion.

8. 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 NHRPA Championship

The 'Best in Britain' Championship

The European and British Championships 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.

All championship race meetings sanctioned by the NHRPA in any nation will have at least two members of the NHRPA in attendance and in overall and ultimate charge of procedures and protocols relating to National Hot Rod racing.

Qualifying for championships

Qualifying for championships drivers must have raced at least five rounds in their home series between each of the following championships to qualify World, British, European, National

The only exception will be VIP or ex-National Hot Rod world champ with permission from the NHRPA.

This does not include the current reigning world champion.

The only deviation to the rule will be in EXCEPTIONAL circumstances at the NHRPA's discretion.

World Support Qualifying.

Only NHRPA licensed drivers.

Drivers will only get a booking if they have raced at least one NHRPA event in their own region within the previous six months.

8.1 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 before heat one in the presence of an NHRPA Official.

The grid for the Final or Championship Title races 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 these criteria will result in loss of prize/travel/start money from the meeting and a ban from the next WQ meeting.

8.2 World Final & Spedeweekend *2026 TO BE CONFIRMED*

8.2.1 The World Final Grid 2025

~~The creation of the World Final Grid for 2025 will be based entirely on lap times with the fastest qualifier on the day taking pole position, second fastest taking outside front and so on.~~

~~Number of qualifiers from each nation:~~

- ENGLAND (17 qualifiers),
- NORTHERN IRELAND (10 qualifiers),
- SCOTLAND (3 qualifiers),
- SOUTHERN IRELAND (3 qualifiers),
- CONTINENTAL/SOUTH AFRICAN Entries (2 qualifiers),

8.2.2 Pole Position

~~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. Pole position in the National Hot Rod World Final will go to the driver who puts in the fastest lap time. As with previous years (and indeed as happened in 2013) in the event of a tie for the quickest 'hot lap', the NHRPA will use the second quickest lap (from the drivers who tied for quickest lap) to determine which of those drivers will qualify on pole position, or in the event of a further tie on the second quickest lap, the NHRPA will use the third quickest lap to determine which of those drivers will qualify on pole position. This same method will be used for all ties no matter where on the grid.~~

8.2.3 World Final Support Cars – 'Wild Card' qualification to the World Final Grid.

~~National Hot Reds support car racing continues to be an important feature of the Ipswich Speedweekend and will remain so. During 2013, we introduced an added incentive to those drivers who compete in the support car racing. One 'wild card' entry will be added to the back of the World Final grid. -~~

~~Any driver who has raced in at least four World Series rounds, in their chosen nation, and who finishes in first place in the NHR support cars final on Saturday night will receive an entry to the back of the grid for the National Hot Rod World Final on the Sunday. If the winner has not competed in at least four World Series rounds then we will take the highest finisher behind them who does meet these criteria. Any entries from mainland Europe or South Africa (neither of whom compete in a World Series) who are invited to compete in the support cars, and who haven't already been confirmed with an entry to the World Final, will simply have to finish first in the final on Saturday night to earn a 'wild card' entry. The maximum number of 'wild card' entries from the support cars into the World Final will be 1 irrespective of which nation that driver represents.~~

~~Recognition has been given to those drivers who will qualify as of right as a result of their finishing position in their respective World Series points chart. All such drivers will start the World Final in front of any 'wild card' entries and hence will not be disadvantaged.~~

8.2.4 World Final Reserve(s)

~~As per the change for the 2013 World Final, relating to the allocation of the reserve driver(s), should one or more of the original qualifiers be unable to take up their start position on the World Final grid. Subject to the existing time based cut off criteria for reserve driver(s) should any world qualifier(s) drop out they will be replaced with a reserve driver(s) from the same competing nation(s) [if available]. This should ensure the mix of drivers/nations on the World Final grid remains consistent.~~

9. 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).

The race steward retains the ultimate authority to review his own decisions regarding disqualification and/or reinstatement following the race should video evidence or other evidence be considered.

9.1 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.

A Black Flag given for serious misdemeanours 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. Two black Flags at one meeting = Load Up.

For the purposes of points scoring and championship grid calculations, the following ruling is in effect: A DQ driver can be removed from the race at – say – a stoppage and restart. So a docked driver is entitled to the

place he finishes in, with the DQ driver having been removed. For example: Result: 555 666 777 888 999. Driver 555 DQ, driver 777 black cross. Driver 777 will be docked two places from the confirmed finish of second after the DQ of driver 555.

If a Driver receives a black flag he has 24hrs from time of notification to find evidence to appeal against it and must present £50.00 at time of appeal. This appeal will only be against any penalty points or bans they may receive this will not affect the race result, the race result will stand as was. If the driver wins his appeal the £50.00 will be returned.

The Steward of the Meeting whoever that may be on the day with his assistant (if one is present) will call the decisions and these decisions will be final whether it's a black cross or a black flag. If the Steward of the Meeting feels he would like to talk to a driver he will call for the relevant person from the pits. Apart from this, no driver will approach race control; any driver trying to will be loaded.

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.

Social Media: If a driver or his family or team member is seen or found to be insulting or demeaning the officials, or the sport, on any form of social media this will be classed as bringing the sport into disrepute and will be dealt with severely.

9.2 The Penalty Points 'Menu'

Any driver receiving two Black Flags 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 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, this will result in a four meeting ban.

10. 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 licenced 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, been based upon a matter of fact, or a black cross.

The Steward of the Meeting whoever that may be on the day with his assistant (if one is present) will call the decisions and these decisions will be final whether it's a black cross or a black flag. If the Steward of the

Meeting feels he would like to talk to a driver he will call for the relevant person from the pits. Apart from this, no driver will approach race control; any driver trying to will be loaded.

If a Driver receives a black flag he has 24hrs from time of notification to find evidence to appeal against it and must present £50.00 at time of appeal. This appeal will only be against any penalty points or bans they may receive this will not affect the race result, the race result will stand as was. If the driver wins his appeal the £50.00 will be returned.

Objection by a licenced driver regarding the eligibility of a car must be accompanied by a £250 deposit, and can be made only by a licenced 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.

10.1 Video Appeals

Any incidents to be reviewed after a meeting will be declared no later than 30 minutes after the final NHR race. NHRPA Steward will list any incident that he wants to review: drivers can ask for video review/appeal but must pay £30 per appeal. All evidence will reviewed by 9pm on the Tuesday after a meeting. Any changes to results will be published by 6pm Wednesday. The decision of the NHRPA will be final.

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.

11. 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.

Racing at non ORCi venues when suspended.

With effect from 21st March 2012 drivers are advised that should you race at ANY venue / formulae including non ORCi sanctioned venues whilst under an ORCi suspension your ban will be recalculated to the date you last raced. A further 3 month penalty will be added - this may be increased at the ORCi discretion if offences are repeated.

'Totting Up'

The ORCi has recently clarified suspensions / bans that may be extended at the ORCi discretion under 'totting up' applicable when a driver commits repeated offences. Offences committed since 1st July 2011 will now be included in consideration for additional 'totting up' penalties if further offences are committed.

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 either two World Series rounds have been completed in the region in which he/she normally races or until one World Series event and one championship event have been completed (subject to timing of the ban).

12. FURTHER RACE PROCEDURES, RULES & GENERAL POINTS (a)

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

- Jumping a clutch start or 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 6th after being dropped 2 places, they will remain 6th 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) The Malcolm Girling Rule may only be used on championship races which cover a roof grade e.g. World Championship. This is when a car has deliberately been taken out by breaking the rules of racing within the last 3 laps of the race e.g. a car coming off the infield to stop the leader. If the Steward of the Meeting decides that the 'Malcolm Girling rule' has come into effect the result shall go back to when the offence occurred and the leader of the race at that point will become the winner. The 'Malcolm Girling' rule only applies to the driver leading the race.

(i) *A minimum of the first three cars over the finishing line will report to the scrutineer for post-race checks for world qualifying rounds.*
A minimum of the first four cars over the finishing line will report to the scrutineer for post-race checks for all championship meetings.
It is the Driver responsibility to report to the scrutineer with his car before returning to his pit area.

Driver will be disqualified from the race if they fail to report directly to the scrutineer for post-race checks. (j) No team members may touch the car until the post-race checks are completed unless directed by the Scrutineer.

13. NHRPA DISCIPLINARY PROCEDURES

The NHRPA disciplinary procedures, designed to ensure drivers receive a fair hearing, are outlined below:

13.1 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 and prize money.
- In addition, the NHRPA Steward has the authority, at a race meeting, to issue a ban of up to three meetings for more serious offences. The driver may accept or reject this ban decision. If he/she rejects it, he/she 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 race meeting in question (**if possible and if appropriate subject to the discretion of the NHRPA**), and if he/she accepts the ban, it is served immediately, without the penalties incurred by a “load-up”.
- For the most serious misdemeanours, where a three-meeting ban is deemed to be an insufficient penalty, the driver will receive a letter from the NHRPA outlining the nature of any race suspension. The driver has the right to appeal against the NHRPA decision as outlined below in Stage Two.
- A protest against a Load-up must be lodged with a representative of the NHRPA, on an official form, within 30 minutes of the last NHR race (**if possible, as, at the discretion of the NHRPA, notification of such a penalty may be advised after the meeting via a letter to the driver concerned**). Any protest will be heard on the day if possible or if not at a future date – the driver will be informed accordingly.
- The Race Steward, will consider the protest with the aid of video evidence and/or, 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 possible). If the driver is still not satisfied, he/she may appeal against this decision by confirming so in writing to the NHRPA within 7 days of being notified of the penalty.

13.2 Stage Two: Appeal Hearing

Only employed if a driver DOES NOT accept a ‘load up’ or ban notified to them by the NHRPA:

Appeals must be lodged in writing by the driver to the NHRPA within 7 days of notification of a ‘load up’ and/or a ban from racing, and must be accompanied by an Appeal Fee of £100.

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.

An NHRPA Disciplinary Panel, consisting of one promoter, one or more NHRPA officials, and one or more registered drivers, (as witnesses), will endeavour to arrange a hearing within 14 days of the event concerned.

The driver will 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 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 against the driver.

14. Car Construction Sanctions

Any car builders or bodies must be sanctioned by the NHRPA. This is an annual registration and must be renewed on an annual basis.

End

2026 National Hot Rods Rules Of Racing Issue 1, Dated 15/01/2026.