

NHRPA National Hot Rod



Rules of Racing June 2011

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:

NHRPA Racing Director
Horton Depot
Stanwell Road
Horton
Berks
SL3 9PE

Tel: 01753 684703
Mobile: 07889 433651

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.

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 NHRPA Racing Director's office by telephone, or e-mail, or verbally with the NHRPA Racing Director at track-side, at least seven days 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.

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 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.

I will receive three entry passes to each meeting, providing I have followed the correct booking-in procedure.

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 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 competes under this provisional licence agreement. Providing that the driver has completed the event to the satisfaction of the steward (see below), his 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 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 may apply to the NHRPA to have his 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. This is the maximum period that a provisional licence may be granted (six events). 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 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 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 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. This may be extended to Ireland and Scotland in the future.

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, providing 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 him.
- 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 his 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 duties shall include direction of the Start and Finish of all racing at a race meeting. He 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 his, or the Steward's and/or NHRPA Racing Director's general satisfaction, by use of the Red Flag/Raceceivers he 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 him 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 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 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 will be presented with a Special Award Trophy, marking his 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 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 park on the outside of the first bend after the start line, facing the infield, unless otherwise directed via the raceceiver. Drivers must not wheel spin their car through the pit gate, there are officials on track. An NHRPA Official will then send cars around to their relevant starting positions to form the correct grid order, again, by raceceiver. 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.

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 his 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. 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 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 him 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 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), or for matters of Health & Safety (which carries no penalty), 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 restated 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 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 is permitted to leave his car during a red flag period 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 his 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 his 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:

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

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, the Final over 35.

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)

From 2011, there will be a 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 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.

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 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 his 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 him that he is under observation by the Steward/NHRPA Racing Director 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 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 can't 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 his points total and added to his penalty points tally. 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.

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 his racing penalty points tally. However, if, over the following 12 months, he 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, act, or omission, 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.

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 Formulas. **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.**

11. FURTHER RACE PROCEDURES, RULES & GENERAL POINTS

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.

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'.

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 has been 'Loaded-up' as soon as possible, and certainly before making an announcement to the public to that effect.

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.

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

Drivers ignoring a Red Flag will be excluded from the race (Black Flag) and receive the resultant penalty. 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 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 is accused on the day of the incident. He 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.