



# 2022 RACE RULES & PROCEDURES

All Drivers and Owners will be required to sign a registration form stating that they have read, understand, and agree to these general rules and procedures before their cars will be allowed onto the speedways. It is your responsibility to ensure that your race team, friends, and family are aware of the polices and procedures included in this document. This form will be available on the NHSTRA website as well as available at each race track.

## 1) Preface:

The intent of the NHSTRA general and divisional rules is to foster a safe and orderly environment for competitive Motorsports and entertainment. The knowledge of, and adherence to, these rules is ultimately the participants responsibility. NO expressed or implied warranty of safety shall result from the publicationof, or compliance with these rules. There is no way a guarantee against injury or death to participants, spectators, officials, or any other individual involved.

### NHSTRA Officials:

Ben Bosowski- NHSTRA Owner  
Norm Wrenn – NHSTRA Owner  
Joe Basset – Lee USA Speedway  
Michelle Cloutier – Monadnock Speedway  
Steve Gran – Hudson Speedway  
Mike Parks – Claremont Motorsports Park  
Jeff Zuidema – NHSTRA Consultant

## 2) Interpretation and Amendment:

The interpretations of rules contained herein will be the sole responsibility of authorized officials of NHSTRA. Their interpretations and judgements shall be final. These rules may only be amended by NHSTRA Officials. If there is an amendment it will be posted on a on the NHSTRA website and “may” be sent out via e-mail to all registered teams. The amendment will be effective upon the date of publication by NHSTRA regardless of when a participant receives the actual notice.

## 3) Private Property:

Claremont Motorsports Park, Hudson Speedway, Lee USA Speedway and Monadnock Speedway, are all private property. Any person on the property of these tracks without permission of the owners or management is guilty of trespassing and subject to penalties prescribed by New Hampshire law. Through a license and/or registration, an individual has been given the authority and right to be on the above listed properties, in conjunction with racing activities. The NHSTRA Officials reserves the right to revoke and cancel this authority at any time it is felt that one’s presence or conduct is not in the best interests of the sport of auto racing, fellow competitors, the fans, management, or employees of Claremont Motorsports Park, Hudson Speedway, Lee USA Speedway and Monadnock Speedway.

## 4) Injuries on Claremont Motorsports Park, Hudson Speedway, Lee USA Speedway and Monadnock Speedway property:

Any person injured while on the above listed properties must report all known injuries to speedway management or

an Official before leaving the property. If the individual is unable to report their injuries in person, a crew chief, parent, guardian, or other responsible person shall make such report. The appropriate injury report form must be filled out and returned to the Speedways Management.

## 5) Safety:

Competitors are solely and directly responsible for safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner, driver, and crew member) in a manner designed to minimize to the degree possible the risk of injury to themselves and others. If a competitor's safety equipment is deemed unsafe, he or she will not be allowed to compete. The inspection of safety equipment by track officials does not guarantee that any item will perform in the manner that it is designed for.

- A- A full fire suit in clean good condition is mandatory along with racing gloves and racing shoes must be worn during all on-track activities.
- B- All safety equipment must be approved by Speedway or NHSTRA Officials.
- C- Helmets must meet a **Snell 2010** or newer specification, unless specified otherwise in division rules. Helmets must be full face with a shield.
- D- All cars must have a battery cutoff switch. This battery cutoff must kill entire car. The battery cutoff switch must be clearly labeled on/off.
- E- Aluminum racing seat is mandatory. The driver's seat must appear as close to stock position as possible and must be securely fastened to the roll cage and frame members and not the floorboards. The seat must have a headrest on both sides. See division rules for details.
- F- Seat belts must be a minimum of 3" wide unless passing over a head and neck restraint system where they must be 2" wide or less. All must be 5-point with a metal to metal central quick release and approved by Track Officials. All belts must be SFI Certified and no older than 5 years. Belts with visible wear and/tears will not be permitted.
- G- An approved driver window net/screen is mandatory. The screen must be installed with an approved latching system and must be mounted to the cage.
- H- Roll bars must be padded in the driver's area along with the center of the steering wheel. All bars within reach of the driver must be padded.
- I- A minimum of a 2 ½ lb. fire extinguisher with a gauge must be accessible to both the driver and the tracks safety crew. On-board fire extinguishers are permitted and highly recommended. The activation of such a system must also be accessible to both the driver and the tracks safety crew and be nearly/clearly marked.
- J- Two (2) driveshaft loops to enclose the driveshaft is mandatory, no less than 2" wide and ¼" thick must be placed around the front and rear of the driveshaft and attached to the floor or crossmember. All driveshafts "MUST" be painted white for safety purpose.
- K- A head and neck restraint system, such as a Hans or Hutchins device is strongly recommended, unless stated in division rules as mandatory.
- L- Smoking is not allowed in car, inspection area, in any buildings, or near fueling station.
- M- Jack stands are mandatory anytime a car is jacked up and a crew member is working under the vehicle. All jack stands must have plated bottoms or are manufactured to prevent digging into ground, pavement, or tipping.
- N- Reasonable speed must be maintained in the pit area at all times. All persons must maintain a constant watch for their own safety.
- O- At no time is anyone other than the driver allowed to ride on/in a car. All persons being transported by any haul vehicle must be seated inside the vehicle, no riding on trailers or inside race cars.

## 6) Registration and Licenses:

- A- Anyone participating as an owner or driver in any division must be registered and be licensed to receive points and prize money. Special events may have different rules pertaining to registration and licenses. The NHSTRA Officials reserve the right to reject and/or revoke any license or application at any time. A temporary license for an owner or driver may be issued on a cost per use basis.
- B- All drivers competing in a NASCAR division must have a NASCAR license: NASCAR Divisional Competitors must hold a license prior to registering in at the handicap booth. Temp NASCAR licenses are also available

at the speedway's office. NASCAR divisional classifications for NASCAR accumulated points (please note: Individual Tracks may have a Division V, check with your local track).

NHSTRA Modifieds (Monadnock, Claremont, Hudson): NASCAR Feature Division I  
Pro Stocks (Lee): NASCAR Feature Division I  
Streets Stocks (Monadnock, Claremont, Hudson and Lee): NASCAR Division II Late  
Model Sportsman (Monadnock, Claremont, Hudson): NASCAR Division III  
Mini Stocks (Monadnock, Claremont, Hudson): NASCAR Division IV  
Six Shooters (Lee): NASCAR Division III  
Pure Stocks: (Lee): NASCAR Division IV

- C- Competitors will be permitted to compete in two NASCAR divisions as long as it is only one level up between the two divisions. Check with NHSTRA Officials regarding the NASCAR levels of divisions and **their promoters options**. Rule does differ when competing in Quest for the Cup, Race for the Ring and Battle for the Belt events, check with your local NHSTRA Official.
- D- At each racing event each car must be registered with the handicapper by the driver, owner, or crew member. The car being registered must be present to be considered registered, if it is not present and doesn't show up before qualifying the driver/car may be penalized.
- E- All cars must be registered with the handicapper one (1) hour before the start of the first heat or they will be placed at the rear of their qualifier.
- F- Once a driver has signed in under one car, and has attempted to qualify, he/she may only be allowed to drive another previously qualified car renumbered with their number.

## 7) Age Requirements:

No one under the age of 14 is allowed to compete in any event unless the track allows a younger age and competitor has track management approval (call your home track to discuss the minimum age for competition). Any person under the age of 18 must have a "Minor Release" signed and on file with the Speedway before being allowed to enter the pit area. This initial form must be filled out by 1 parent or legal guardian. These forms are available through the Speedway Office. Minors must have one (1) parent or guardian present to sign them in every week, and must accompany them while in the pit area at all times.

## 8) Point System

- A- Points will be awarded to the car driver for feature races. These driver points are not to be confused with handicapping points. To be eligible driver must be registered for the event the points will be awarded for. Only regularly scheduled races will count for points. Special events may not, unless otherwise noted by NHSTRA Officials. In the case of a tie, the car with the greatest number of wins will serve as tiebreaker. If a tie still exists 2<sup>nd</sup>'s, 3<sup>rd</sup>'s, etc. will serve as tiebreakers until the tie is broken. Any Point fund monies will be distributed at the end of the season to the Top-10 drivers.
- B- Feature points: 1st- 50pts, 2nd- 48pts, 3rd- 46pts, 4th- 44pts, 5th- 42pts, etc.....
- C- Handicapped points are given to the driver as outlined above. These points are used to assign positions in qualifying and feature races, starting with the lowest in the front and the highest in the rear. The handicap system uses three (3) weeks accumulated points to establish a running average for each car and driver, lowest (Front) to highest (Rear). Additional points may be added for the following reasons, missing an event (**75pts**), disqualification (**100pts**), or any other determination by NHSTRA Officials. The race director has the right to determine if a competitor is not up to speed and control to start in a lower handicapped position for starting position. If a competitor did not qualify due to number of cars or mechanical reasons (as approved by NHSTRA Official), the handicap points awarded would be 0.
- D- To begin each season, Drivers will draw for qualifying positions for the **first three (3) weeks**. Feature Line-ups will be straight up. **After the first three (3) weeks handicap system will be used.**

## 9) Qualifying Races:

- A- All competitors must run in a qualifying heat race unless they are unable to because of a mechanical issue that is verified by NHSTRA Officials.
- B- To be considered qualified, the competitor must complete the qualifying race at competitive speeds.

- C- All non-qualified cars may run a consolation race unless a full field of cars are not present. If a consolation is necessary it will be announced by the handicapper.
- D- Consolation Cars will start the feature behind all previously qualified cars.
- E- Drivers will be allowed to start further back than their qualified position but must be approved prior to the start of the feature race.
- F- Time Trials may take place of qualifying heats, at any time, and may be heads up starts or be random invert (1-12).
- F- The handicapper will notify of the number of qualifying positions in each heat.

5 – 6 Car	Heats	3-Qualify
7 – 8 Car	Heats	4-Qualify
9- 10 Car	Heats	5-Qualify

#### 10) “Rookie of the Year” Procedures:

Rookie rules apply to all divisions. To be considered a rookie for your divisions, you must not have competed in more than three (3) feature events in this or any higher division prior to the season you are applying for. Final ruling on what qualifies as a “higher division” will be made by NHSTRA Officials. Drivers must register as a rookie at the time of registration and notify the handicapper at sign in. Competitors who have held a “FDD” license in the past are ineligible for NASCAR State Rookie of the Year (Division I) but may be eligible for track Rookie of the year.

#### 11) Drivers Meeting:

All Drivers and (spotters when required) must attend all announced drivers’ meetings. Any driver not attending the drivers meeting may be placed at the rear of all events that day and/or removed from competition for that race day. If circumstances deem it necessary for one of these individuals to miss the drivers meeting, this must be communicated to and authorized by NHSTRA Officials prior to the start of the drivers meeting and an approved representative must replace the missing individuals. This will only be allowed if the circumstances absolutely require that one of these individuals miss the meeting. The exceptions that ALL drivers and (spotters when required) must attend all drivers meetings.

#### 12) Official Flag Rules:

Any driver who does not obey the following flag rules will be subject to disqualification for the event, suspension, and/or fined. The NHSTRA Starter shall have complete jurisdiction over the flags at all times and his judgement shall be considered final. This also applies to the speedway’s signal lights on the track.

- A- Green Flag: The green flag signifies the start or re-start of a race.
- B- Yellow Flag: The yellow flag means caution, slow down and maintain your position. All cars must fall into single file as soon as possible for realignment. The restart of the race will be determined by the last completed lap (half the field of cars completes the lap) as scored by the official scorers. Laps completed under the caution flag will not be counted, unless otherwise notified. Cars that have pitted will take up the rear of the field in the order they returned to the track. If the caution flag is shown before a full lap is completed then there will be a complete restart. Any cars entering the pits will take up their position at the end of the field.
- C- Red Flag: When the red Flag is displayed all cars “MUST” stop immediately. Track officials may direct certain cars to move to clear the way for safety vehicles or track workers. Under no circumstances is a driver to move their car without the direct notice to do so by a track official. Movement of a car without direct notice will result in immediate disqualification with the lost of points and pay for that race. If a car is currently in the pits, repair work may continue.
- D- Blue Flag/Yellow Stripe: This flag is called the passing flag. When this flag is displayed to a competitor it means that faster cars are coming and be prepared to move over. When the passing flag is being waved by the

starter it means the lapping car or cars are there and to move down to the low groove of the race track. Failing to obey when given the passing flag may result in penalties or disqualification.

- E- Black Flag: A clinched black flag is a warning to the driver for behavior on the track. Failure to modify your behavior could result in a waved black flag. If the black flag is being waved at you, you must go to the pit area. This could be for a number of different reasons:
- 1- The track may need to check your car for safety reasons. The track official will stop you at the top of pit lane or infield and inspect your car. If your car is deemed safe to return by the official, if possible you will get your position back. If you choose to go to your pit, you lose your position.
  - 2- You may need to repair an issue. In this case you will be allowed to return to the race after resolving the issue but you will have to go to the rear.
  - 3- You may be multiple laps down and deemed a safety hazard to the other drivers. In this case you must park the car for the event. You will receive your points and pay for the event.
  - 4- You may be getting the black flag for disciplinary reasons. In this case you are required to park the car for the event. You will not receive points or pay if you are parked for disciplinary reasons.
  - 5- If Black flagged, you will have two (2) laps to obey or you will no longer be scored for the event.
- F- White Flag: The display of the white flag means there is one more lap in the race. If there is a caution flag presented during the white flag lap the race will revert to the last completed lap. Upon the restart of the race the white flag will again be displayed providing a green, white, checkered finish.
- G- Checkered Flag: When the checkered flag is displayed, it means the leader has completed the final required lap and the race is finished. All remaining cars must receive the checkered flag on this lap.

### 13) Track Rules:

- A- All cars initially entering the track for an event will do so by using:
- 1- Claremont Motorsports Park: Turn #4 – pit exit
  - 2- Hudson Speedway: Turn #2 – pit exit
  - 3- Lee USA Speedway: Turn #4 – staging road
  - 4- Monadnock Speedway: Turn #2 – pit exit
- B- Cars returning to the track after initial start of race will do so by using:
- 1- Claremont Motorsports Park: Turn #3 pit road
  - 2- Hudson Speedway: Turn #2 – pit exit
  - 3- LEE USA Speedway: Turn #4 – gate
  - 4- Monadnock Speedway: Turn #2 – pit exit
- C- Under caution all cars will be held by Track Officials prior to re-entry onto the track. Once the lineup is set, cars will be instructed to return to the track and positioned accordingly.
- D- All cars entering the track must follow the Track Officials directions.
- E- When a race is started and a caution is displayed before the first lap is completed, there will be a complete restart of the race. All cars that were considered in the caution will be placed at the rear of the field. After the first lap is complete and a caution is displayed, all restarts will revert back to the last completed lap.
- F- Once you have been given the signal by the Flagman to cross over (double up), you will no longer be allowed to scrub your tires. You must stay in your lane unless you have a vehicle malfunction. In the event of a vehicle malfunction:
- 1- If you are in the inside lane, you must pull to the inside of the track.
  - 2- If you are in the outside lane, you must pull to the outside of the track.
  - 3- If the flagman sees this, he will not throw the green flag.
- G- The expectation is that there will be no contact amongst cars under caution unless it is deemed to be the result of an accordion effect on the restart or due to car malfunction. Any contact under caution that is deemed intentional or unnecessary will result in a penalty. The first offense will result in the car causing the contact to be sent to the rear. The second offense will result in disqualification from the event. This determination will be made by Track Officials. There are lanes painted on the racetrack, all cars must stay in their lane on all starts and restarts. Failure to stay in your lane may result in you being penalized and sent to the rear. If the overall start was good, but you did not stay in your lane, you may be asked to drop back spots, or drop to the rear while the race remains under green. You will have two (2) laps to do so, or you will be black flagged and

disqualified from the event. Each racetrack has different on track rules as explained at the drivers meeting.

H- On the initial start of the race, the lead cars shall not start the race until they reach the yellow start line. Once they reach the yellow start line, both cars may go. Failure to go at the yellow start line by either of the lead cars will not warrant a restart unless the occurrence is deemed significant by the flagman. In the event of a false start, the flagman may reposition offending car/cars to the rear of the field. Any car that is deemed to have started prior to the yellow line may be penalized and sent to the rear of the field.

After the initial start, the leader will start the race. The leader is able to fire anywhere within the startbox. The box is defined as being between the first white line and the second yellow line. As long as the leader has any part of this/her car within this box, they may fire. It is up to the 2<sup>nd</sup> place car to be ready and stay with the leader. If the 2<sup>nd</sup> place car fires first, they may be penalized if they are leading at the yellow line. If the leader has not fired by the time they get to the yellow line, the 2<sup>nd</sup> place car is free to fire and the leader has lost their advantage of starting the race. If anyone fires before entering the start box, they may be penalized and required to go to the rear. Both lead cars should be rolling into turn 3. Flagman decisions are final.

J- Any car passing another car on the initial start of the race before the start/finish line will be penalized two (2) positions per car passed at the next caution or at the end of the race. This will be enforced unless the car in front has a major issue on the start. Any car passing another on a restart on the bottom before the start/finish line will be penalized two (2) positions per car passed at the next caution or at the end of the race. This will be enforced unless the car in front has a major issue on the restart. Passing on the outside on restarts is allowed, after the green flag is waved.

K- No repairs or work of any kind may be performed on the race track. All cars must go to the pit area for repairs.

L- Cars deemed to have been involved in the accident that caused the caution will be sent to the rear. If contact between two (2) or more cars takes place and results in a caution, those cars will be considered involved in the accident and will be sent to the rear (commonly known as the A-B Rule). Any car that stops or takes actions to miss an accident that has already occurred will get their spots back as long as they do not make any contact with the caution cars. The determination of whether or not a car was involved in the accident is the decision of Track Officials or Flagman and are final. In the event that the caution is displayed for an accident on the track and then there is a separate incident at another location on the track that occurs, those cars may get their spots back as long as they don't go to the pit area. All cars that enter the pits and re-enter the track will take up the rear of the field in the order that they re-enter the track.

M- When a race event is under caution, all cars must slow down and form a single file. Safety workers and track personnel must be given room to do their work safely. Track Officials will realign the field. DO NOT RUN DOUBLE FILE until instructed to do so by the flagman or race control.

N- No driver is to unbuckle their seat belts or exit their cars, unless there is a fire or instructed to do so by Track Officials. Even if your car is unable to continue, you must remain in your car until you are placed in the pit area by track personnel. Failing to do so may result in disqualification.

O- Any driver that is involved in an accident where the car is unable to continue is asked to lower their window net if they are uninjured to signify to safety crew that they are OK.

P- Any car that spins out must try to continue immediately and not interrupt the race. Any car that Speedway Officials feel delayed/interrupted the race may be penalized.

Q- Any driver that causes three (3) cautions in an event for any reason may be black flagged from the event. The flagman and race control will make the final determination regarding this rule.

R- All races will be run until the leader has completed the advertised distance. However, if the scheduled distance is not completed, the race will be considered officially completed after the half-way mark.

When a race has been stopped and not restarted, the finish will be determined by the last completed green flag lap, with accident cars put to the rear. If a time limit was imposed, the last green flag lap regardless of the number of laps completed.

S- Any car not up to speed may be placed at the rear of the field on restarts.

T- Lapped cars are to move to the bottom groove of the race track.

U- Any car that is a lap or more down will be placed at the rear of the field on restarts.

V- During any event the race director and race control may choose to go single file restarts at any time. W- On single file restarts a driver can ONLY pass on the right side before the start/finish line.

X- A competitor will receive an agreed number of courtesy laps for flat tires/repairs. The number of courtesy laps may be extended by Speedway Officials.

Y- It is your responsibility to be ready to compete on time for each event. Cars not ready when called to the lineup area may be put to the rear or replaced by alternate.

- Z- Any car that has to be push started must restart from the rear of the field. The exceptions to this rule are after introductions, or a red flag.
- AA- The use of any tire chemical (conditioner, softener, etc) is prohibited. Anyone caught using tire chemicals will be suspended.
- AB- Passing judgement for non-radio equipped cars: you need to be to the door before the lane is considered yours. If you run them high or low trying not to let them pass, you will get one (1) rolled black flag warning, the next time you will get the waved black flag and will need to go to the pit area.
- AC- Passing judgement for radio equipped cars: If your nose is to the rear tire of the car in front of you, the lane is considered yours. If you run them high or low trying to not let them pass, you will get one (1) rolled black flag warning, the next time you will get the waved black flag and will need to go to the pit area.

#### 14) Inspections:

The Speedway Tech Officials has full authority at the track to order a car or cars to be inspected and checked for possible rules infractions. All cars are subject to random inspections at any time by Speedway Tech Officials. The Speedway Tech Officials will review all applications for protest and have the final ruling in all matters. If the Speedway Tech Officials deems necessary, an appeal will be brought before the NHSTRA Officials for review. In the event of refusal to comply with a protest, said car will be considered illegal.

- A- All cars and safety equipment must be inspected prior to the start of the racing season. After preview inspection, car will display a NHSTRA seal indicating initial compliance. Infractions of Tech Rules not noted on initial inspection does not preclude subsequent inspection and disqualification due to tech infractions.
- B- Any car that fails to weigh in proper weight prior to the feature event will be penalized by starting at the rear of the field for that event. The race teams have all day/night to ensure that their car meets the rules, so there will be no tolerance for failing to meet the rules at race time.
- C- The track has the right, for inspection purposes, to seal or impound cars or car parts competing in any event. The tracks assumes no responsibility for impounded cars or parts. Any part and/or parts deemed illegal may be confiscated.
- D- Upon the completion of the feature event in all classes the cars pre-designated by Speedway Tech Officials must go directly to the inspection area for inspection. No cars may be touched in any manner until they are directed to by Speedway Tech Officials. Failure to comply can bring automatic disqualification.
- E- If during an inspection the Speedway Tech Officials determines that a car is not capable of passing tech, caused by a on-track incident, the competitor may be allowed to pass thru tech or make changes where inspection can be completed. Speedway Tech Officials decisions are final.
- F- If Speedway Tech Officials determines, prior to any race, that a car does not meet the applicable specifications, the car shall not be allowed to compete. Unless, in the discretion of the Speedway Tech Officials the deficiency (a) shall not adversely affect the orderly conduct of the race, (b) cannot be corrected in time for qualifying for the race, (c) will not provide the competitor with a competitive advantage, (d) is so insignificant as to not warrant a determination that the car is ineligible to race. If the car is permitted to race the deficiency must be correct before any future events.
- G- All feature races will be unofficial until deem official by track officials (24-36 hours after).

Visual Inspection; \$100.00

Removal or Disassembly of a part or parts; \$200.00 Protest of an Engine part requiring disassembly; \$500.00

Removal of a crate engine for dyno purposes; \$500.00 plus dyno fees

#### 15) Car Appearance:

All cars must be presentable on race day. Any damage from prior events must be properly repaired and the car must be brought back to reasonable appearance. This includes but not limited to: no sharp edges, reasonable removal of dents, properly secured body panels, and car numbers must be legible, presentable, and meet NHSTRA specifications. The final judgement on car appearance will lie in the hands of Speedway Tech Officials.

## 16) Protests:

If the protested car is found legal the protest fee will go to the protested car owner, and incurred costs for inspections will be paid by the protester. If the car is found illegal, the protest fee will be returned to the protester and all cost incurred for the inspection will be charged to the Illegal car owners. The car will be disqualified for the event with no prize monies or points awarded. All illegal part/parts will confiscate by NHSTRA Officials.

A Top-12 car owner/driver may protest a race by posting a protest fee of \$500.00 cash with NHSTRA Officials within 15 minutes of completion of the protested race. The division of a protested race shall be decided by the NHSTRA Officials after review. The protest fee may be forfeited by, or returned to the protester at the discretion of the NHSTRA Officials. Any protest shall automatically delay payoffs for that night.

## 17) Violations and Disciplinary Action:

Penalties for violations of NHSTRA rules are determined by the gravity of the violation and its effect on the fairness of the competition, orderly conduct of the event, and in the interest of stock car racing. Such penalties may include, but are not limited to, disqualification, suspension, suspensions of membership and license privileges, fines and/or loss of points. A suspension may be a total or it may be 1) limited to a suspension of privileges at the track/tracks, 2) for particular series of events, 3) for a specific or indefinite period of time, or 4) from multiple NHSTRA tracks and/or events.

When such penalties as event suspensions are given, they must be served on point races for that division. Probation means starting at the rear of the field for qualifying race and/or feature race, as determined by NHSTRA Officials. The time of probation will be determined by the disciplinary action taken.

The NHSTRA Officials will use the following guidelines for the imposition of penalties in the situations described below, but may assess a greater or lesser penalty depending on the circumstances.

### Speeding in the pit area:

- \*\*\* One event probation
- \*\*\* \$50.00 fine and 2 week probation
- \*\*\* \$100.00 fine and 3 week probation

### Rough Riding or Excessive Contact:

- \*\*\* Repositioning to the rear of the field
- \*\*\* Disqualification from that race
- \*\*\* Disqualification from that race and \$100.00 fine
- \*\*\* Loss of prize money and/or points

### Intentional Contact after Race Completion or Under Caution:

- \*\*\* Repositioning to the rear of the field
- \*\*\* Repositioning to the rear of the field and probation
- \*\*\* Disqualification from the event and suspension

### Unsportsmanlike Conduct or Endangering the Safety of Other:

- \*\*\* \$100.00 fine and one (1) event probation
- \*\*\* \$200.00 fine and Disqualification from the event
- \*\*\* Disqualification from the event with no prize money or points
- \*\*\* Disqualification from event and suspension for the remainder of the year

### Intentional Yellow (Stopping of event):

- \*\*\* One (1) lap penalty



\*\*\* Removal from competition

\*\*\* Removal from competition with a One (1) week suspension

#### Misuse of Pit Pass:

\*\*\* Any competitor who signs the pit release sheet and gives their pit ticket to anyone else shall receive a fine of at least \$100.00 and suspension from the pits for the remainder of the season.

#### Assaults/Threatening:

\*\*\* Any competitor, or team member who assaults or threatens to do bodily harm to any Speedway Official or person serving under an Official's direction shall receive a suspension or expulsion and a fine of at least \$250.00

\*\*\* Any competitor or team member who participates in or incites any fight on the race track property shall receive:

\*\*\* \$500.00 fine and one (1) year suspension

\*\*\* Any competitor or team member that goes to another team's pit stall:

\*\*\* 1<sup>st</sup> offense - \$100.00 fine

\*\*\* One event probation

\*\*\* \$50.00 fine and 2 week probation

\*\*\* \$100.00 fine and 3 week probation

These are just a guidelines of violations and fines. The NHSTRA Officials may at any time review and fine, suspend, deduct points, etc.. any competitor or team member for disciplinary reasons.

#### 18) Drugs and/or Alcohol:

Anyone competing at Claremont Motorsports Park, Hudson Speedway, Lee USA Speedway and Monadnock Speedway shall not be under the influence of any alcoholic beverages, stimulating, depressing, or tranquilizing drugs while in competition. Any competitor found to be under the influence of any controlled or uncontrolled substance shall receive a disqualification, loss of all accumulated points, a minimum fine of \$500.00 and suspension for one (1) year (12 months).

#### 19) Refusal of Tech Inspection:

Any competitor that refuses any Tech Inspection may be issued a fine of \$100.00. They may lose all points for that event, and forfeit any winnings for that event. They may be penalized by being issued 75pts for the purposes of handicapping. The fine must be paid prior to that competitor or car being able to return to the Speedway. Refusal of Tech inspection is deemed as FAILING inspection. Upon returning to the Speedway, the car will have to pass Tech inspection for that item before they will be allowed to compete.

#### 20) Scanners and Radios:

All competitors MUST be able to receive communication from the Race Officials by scanner or if allowed, through a competitor's spotter by way of two (2) way radio. Scanners used by drivers may only be programmed for the track frequency, and will be subject to Tech inspection. Scanners MUST be on and functioning at ALL times while on the speedway, If not, you will be Black Flagged off the track. This includes practice, qualifying, and feature events. Any team which division allows two (2) way radios must have a team member positioned in the designated spotter area during competition. Any team spotting from an area other than the designated area may result in the car not being scored for that event. Spotters must have the car number clearly visible on the sides and the rear of their headsets. Spotters must communicate immediately any instructions given by Race Officials to their drivers. Frequency used by teams must be registered with track officials. No car-to-car communication is allowed.

### 21) Transponders:

All competitors will be required to have a working transponder whenever on the racetrack, all practices, qualifying, and feature events. If not, you will be black flagged. You will not be allowed to run qualifying or feature events without them. Rental transponders may be available. Transponders can be purchased through [mylaps.com](http://mylaps.com).

### 22) Social Media:

Everyone must be aware that posting in social media is like speaking into a live microphone. Negative social media in any form about NHSTRA, Claremont Motorsports Park, Hudson Speedway, Lee USA Speedway, and Monadnock Speedway, Speedway Officials, competitors, team members, etc.... will not be tolerated.

Depending on the severity of the incident, fine, penalties, or suspensions may be assessed. This policy applies to all drivers, crews, and family members. The Drivers and Owners are responsible for their teams actions.

Please Help us by speaking with your entire team about this policy; because lack of awareness does not warrant abuse of this policy

### 23) Appeal :

Any competitor wishing to appeal a decision of a suspension, fine, probation period, and/or disqualification, may submit a written notice, within two (2) days of receiving notification of the penalty, to the penalizing tracks NHSTRA Official. The Appeal request form must be completely filled out, Appeal Fee of \$200.00, and form must be signed before a review will take place. Appeal will be heard by the seven panel NHSTRA Officials listed above and a conference call "may" take place with the Team Representative listed on the Appeal Request Form. All decisions will be made with 24 hours of hearing and of majority vote and will be final. If suspended, the competitor will "NOT" be allowed to compete while the appeal process is on-going. NASCAR penalties are "NOT" subject to an Appeal.