



2023 NHSTRA RACE RULES & PROCEDURES

All Drivers and Owners will be required to sign when they fill out their registration forms stating that they have read, understand, and agree to these 2023 NHSTRA Race Rules and Procedures before their vehicles will be allowed onto the NHSTRA speedways. It is the driver's responsibility to ensure that all their race teams, friends, and family members are aware of the policies and procedures included in this document. This form will be available on the NHSTRA website as well as each NHSTRA racetrack.

1) Preface:

The NHSTRA General and Divisional rules are designed to provide for a safe and orderly conduct of competitive sports or entertainment events. It is ultimately the obligation of each participant whether an owner, driver, crew member, official, fan, employee, vendor, or NHSTRA affiliate to ensure that their conduct and/or equipment comply with all applicable NHSTRA rules. No express or implied warranty of safety shall result from publication of, or compliance with, these rules. They are intended as a guide for the conduct of all NHSTRA events and are in no way a guarantee against injury or death to participants, owners, drivers, crew members, officials, employees, vendors, fans, or NHSTRA affiliates.

2) NHSTRA Management:

Ben Bosowski- NHSTRA Owner
Norm Wrenn- NHSTRA Owner
Mark Beaudry- NHSTRA Media
Michelle Cloutier- Monadnock Speedway
John Esburnett- Lee USA Speedway
Steve Gran- Hudson Speedway
Brian Martin- Claremont Motorsports Park
Jeff Zuidema- NHSTRA Consultant

3) Higher Authority:

The rules herein are intended to be the only regulations governing NHSTRA race events. However, should a government agency, such as New Hampshire State Police, or any other local, state, or federal body, currently have an issue in the future any lawfully instituted standards which are contrary to those found herein, then those standards prevail. If the NHSTRA rules are found to be in part illegal in the eyes of such government body, only that area(s) of the NHSTRA Rules and Race Procedures found substandard will be void and the rest on the NHSTRA Rules and Race Procedures will remain in full force and be applicable.

4) Interpretation and Amendment:

The interpretations of rules contained herein will be the sole responsibility of NHSTRA Officials. NHSTRA Officials interpretations and judgments shall be final. These rules may only be amended by NHSTRA Officials. If there is an amendment it will be posted on the NHSTRA website. The amendment will be effective upon the date of publication by NHSTRA Officials.

5) Private Property:

Claremont Motorsports Park, Hudson Speedway, Lee USA Speedway, and Monadnock Speedway are all private property. Any persons on the property of these speedways without permission of ownership and/or management is guilty of trespassing and subject to penalties prescribed by New Hampshire state law. Through a license and/or registration, an individual has been given the authority and the right to be on the above listed properties, in conjunction with motorsport activities. NHSTRA Officials reserve 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 motorsports, fellow competitors, fans, management, employees, or affiliates of Claremont Motorsports Park, Hudson Speedway, Lee USA Speedway, and Monadnock Speedway.

6) Injury:

Any Competitor/Member involved in an accident while on the premises must report all known injuries to the NHSTRA Official (Claremont Motorsports Park- Brian Martin, Hudson Speedway- Steve Gran, Lee USA Speedway- John Esburnett, Monadnock Speedway- Michelle Cloutier) before leaving the premises (if such Competitor/Member is able to make such a report). If the Competitor/Member is unable to make such report, a crew member or parent/guardian shall do so. The appropriate injury report form must be filled out and returned to the appropriate above listed NHSTRA Official prior to leaving the facility on the day the injury occurred. Any driver who is transported to a hospital must provide the above listed NHSTRA Official with a written clearance prior to competing in another race event.

7) Conduct:

All competitors, car owners, crew members, sponsors, track officials, etc. are required to conduct themselves in a respectful and humane manner. This includes, but not limited to any NHSTRA functions (racetracks, car shows, banquets, etc.) or in media, broadcast, or any like forms. The criteria in which this relates to but not limited to:

A: Disparaging comments as it relates to a person's race, nationality, age, sex, religion, etc.

B: Any public statement made in person, third party, on digital or social media platforms that criticizes, ridicules, or otherwise disparages another person in a intimidation, threatening, or bullying behavior.

C: Aggressive behavior, destruction of personal property, and/or physicality towards any NHSTRA Officials, track official, members, sponsors, fans, or NHSTRA affiliates.

The Driver will be liable for the actions of their race team, friends, and family members on the property of all NHSTRA Speedways and/or at the location of any NHSTRA functions.

8) Violation and Disciplinary Action:

Penalties for violations of rules are determined by the gravity of the violation, it's effect on fairness of competition, the history of the individual and their team, the orderly conduct of the event, and interest of NHSTRA.

As listed at the top the 2023 NHSTRA Race Rules & Procedures, the **DRIVER** is responsible for the actions of their team members, family members, and friends. Disciplinary action may be taken upon the driver for actions of their team members, family members, and friends.

All Car owners, drivers, pit crew members, fans, employees, vendors, sponsors, and affiliates of NHSTRA are subject to disciplinary action for misconduct or violations of any NHSTRA rule.

Any competitor and/or team member that has been suspended from competition at another speedway during the 2023 season may be subject to the same discipline at the NHSTRA Speedways (to be determined by NHSTRA Officials).

Any team member and/or competitor who initiates litigation against NHSTRA or any of its affiliates, that team will be suspended from competition throughout the length of said litigation process.

9) Ownership of Media Rights:

All persons agree that all commercial rights to any and all photographs, video tapes, go-pro, motion pictures, sound recordings, etc. made at any event/function at a NHSTRA owned racetrack are solely owned by NHSTRA, regardless of what party created such properties. Any sale of such images or recordings, on and off the Claremont Motorsports Park, Hudson Speedway, Lee USA Speedway, Monadnock Speedway, or any other NHSTRA property is strictly prohibited except by NHSTRA or its approved affiliates. Any such images or recordings created by non-approved agents will be solely for their private and non-commercial use.

10) Social Media Policy:

The management of NHSTRA is setting forth this social media policy in order to best serve NHSTRA, and all affiliated with NHSTRA and know the NHSTRA management will **“NOT”** tolerate such negative actions in this particular area. Social media includes all means of communicating, posting information of content of any sort on the internet, including to your own or someone else’s web blog, journal or diary, personal website, social networking or affiliated website, web bulletin board or a chat room, whether or not associated or affiliated with NHSTRA, and/or NHSTRA affiliates.

Any conduct that can be deemed harassing and/or derogatory towards NHSTRA, or its affiliates, may result in disciplinary action, including, but not limited to, suspension. This policy will apply, but not limited to, all NHSTRA Officials, drivers, teams, family members, fans, promoters, sponsors, vendors, media, and NHSTRA affiliates alike. NHSTRA management reserves the right to apply this policy as it deems applicable. All decisions are **“FINAL”** and are **“NOT APPEALABLE”**. Please be aware that inappropriate posting may include, but not limited to, discriminatory remarks, intimidation, harassment, and threats of violence or similar unsuitable or unlawful conduct. We will not exclude text messaging, video, voice audio, or audio that may be viewed in a malicious manner.

We ask that you PLEASE use common sense and think before you post or text. Complaints and grievances should be resolved through NHSTRA Officials and/or NHSTRA Management. This policy is meant for all parties who attend any sanctioned NHSTRA event.

11) 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 be disqualified, loss of all accumulated points, a minimum fine of \$500.00 and a minimum suspension of one (1) year (12 months).

12) Driver/Car Owner Registration and Licensing:

- A- All Driver and Car owners must be registered with the NHSTRA Speedway they are competing at. The Driver registration forms are done on-line thru the NHSTRA Speedways website’s (www.claremontmotorsportspark.com, www.hudsonspeedwaynh.com, www.leeusaspeedway.com, www.monadnockspeedway.com). The registration forms are done thru MyRacePass and NASCAR and require a subscription.
- B- Drivers/Car owners are required to have proper licensing for competition in their NHSTRA division. Entry to any NHSTRA event without proper licensing will result in loss of points and/or money. Adhering to all Driver/Car owner licensing rules are the sole responsibility of the Driver. Drivers/Car owners are subject to all applicable rules and agreements found in the NHSTRA Divisional Rules and Race Rules & Procedures.
- C- Drivers are solely responsible for the actions for their team owners, pit crew personnel, associated team members, family members, and friends at all times.
- D- All drivers competing in a NASCAR division **“MUST”** have a NASCAR license. NASCAR licenses and NASCAR temporary licenses are available both on-line at www.NASCARMembers.com and at the NHSTRA Speedways. Competitors **“MUST”** present their NASCAR license when registering at the NHSTRA handicap booth before each event. NASCAR divisional classifications for each individual NHSTRA track is as follows:

Claremont Motorsports Park:
NHSTRA Modifieds- Division I
NHSTRA Late Models- Division II
NHSTRA Outlaws- Division III
NHSTRA Six Shooters- Division IV
NHSTRA Pure Stocks- Non-NASCAR

Hudson Speedway
NHSTRA Modifieds- Division I
NHSTRA Late Models- Division II
NHSTRA Ridge Runners- Division III
NHSTRA Six Shooters- Division IV
NHSTRA Pure Stock- Non-NASCAR

Lee USA Speedway
NHSTRA Pro Stocks- Division I
NHSTRA Late Models- Division II
NHSTRA Ridge Runners- Division III
NHSTRA Six Shooters- Division IV
NHSTRA Pure Stocks- Non-NASCAR

Monadnock Speedway
NHSTRA Modifieds- Divisions I
NHSTRA Late Models-Division II
NHSTRA Mini-Stocks- Division III
NHSTRA Six Shooters- Division IV
NHSTRA Pure Stocks- Non-NASCAR
NHSTRA Young Guns- Non-NASCAR

13) Car Number Registration:

- A- The deadline for the reserved renewal of the car number used in the 2022 season is February 1st 2023.
- B- NHSTRA Speedways now uses MyRacePass for driver registration and number registrations.
- C- www.claremontmotorsportspark.com
- D- www.hudsonspeedwaynh.com
- E- www.leeusaspeedway.com
- F- www.monadnockspeedway.com

14) Driver Eligibility:

- A- Any persons under the age of eighteen (18) must have a “**MINOR RELEASE**” signed and on file at their NHSTRA Speedway of competition before being allowed to enter the pit area. This initial form must be filled out by “**BOTH**” parents or legal guardians. These forms are available through the NHSTRA 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.
- B- No one under the age of 15 is allowed to compete in any NHSTRA event unless prior NHSTRA Official approval (Claremont Motorsports Park- Brian Martin, Hudson Speedway- Steve Gran, Lee USA Speedway- John

Esburnett, Monadnock Speedway- Michelle Cloutier). Contact your NHSTRA home track to discuss the minimum age requirements for competition.

- C- Cross-Division competition will be permitted upon prior NHSTRA Officials approval and a maximum of three (3) events throughout the 2023 season. Rules may differ when competing in special events such as, but not limited to, Quest for the Cup, Battle for the Belt, etc.....

15) Rookie Status:

In order to be granted consideration for Rookie, a driver may not have competed in more than five (5) races in your selected (or higher) division at any NHSTRA Speedway in any previous season and must be approved by NHSTRA Officials. Drivers may be required to apply for “**ROOKIE**” with your **NASCAR** division.

All divisional Rookies must have a yellow stripe on their rear bumper during all practice, qualifying, and feature events. The yellow stripe must be at least half the length of the rear bumper. The driver “**MUST**” compete in 75% of the feature events during the course of the 2023 season.

16) Car Appearance:

All competitors are expected to field a well maintained and professional appearing car at all times. At their discretion, the NHSTRA Officials may instruct competitors to change or maintain all appearance items during the season. Numbers (approved and registered by NHSTRA) must be at least eighteen (18)” in height and be placed on both front doors and on the roof, facing the grandstands and the scoring tower. The car numbers must be painted or vinyl decals, and they must be in high contrast to the cars paint scheme. Reflective and Chrome type vinyl or paint is not allowed. The use of “ghost” numbers is not permitted. Cars may not use “tape” or other temporary materials for numbers for more than two (2) weeks. The drivers name should be on the grandstand side of the roof in approximately three (3)” tall letters. A three (3)” tall number must be placed on the top passenger side corner of the windshield and on the passenger side of the taillight panel. NHSTRA Officials may use their discretion in requesting color changes due to poor visibility and scoring issues. NHSTRA Officials reserve the right to assign, approve, or disapprove of any advertising, sponsorship, or similar agreement in connection with any competitor, car, or event. “Team” cars must be easily distinguishable to NHSTRA Officials. “Team” cars may be required to add distinguishable markings at NHSTRA Officials discretion. ALL lettering, decals, signs, etc... must meet the approval of NHSTRA Officials.

17) Contingencies:

Contingency sponsors and their decals are a valuable part of NHSTRA. Each division will be notified as to which decal or decals must be displayed and their required locations. Contingency decals may not be altered in any way, if altered, they are deemed illegible. Failure to apply the required decals may remove one’s eligibility for products awarded and/or monetary awards at a given NHSTRA event. Contingency decals are required at all events unless dictated otherwise. NHSTRA Officials reserves the right to withhold purse/checks and/or points until a race car is in compliance.

18) Safety:

NHSTRA Competitors are solely responsible for the effectiveness of their safety equipment used during each NHSTRA event. NHSTRA TRACKS, NHSTRA AFFILIATES, OR THE PROMOTERS ARE NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT. Each competitor is expected (whether as a car owner, driver, and/or crew member) to investigate and educate himself/herself fully with respect to the availability and effectiveness of personal safety equipment, and the possibilities of the risks of injury to themselves and others. IT IS THE RESPONSIBILITY OF DRIVERS AND CREW MEMBERS, NOT THE NHSTRA OFFICIALS OR THE PROMOTERS, TO ENSURE THAT HE/SHE MAINTAINS, WEARS, AND PROPERLY USES PERSONAL SAFETY EQUIPMENT. The inspection of safety equipment by NHSTRA Officials does not guarantee that any item will perform in the manner that it is designed for. All NHSTRA competitors “**MUST**” have a NHSTRA 2023 dated safety seal on the front left corner of the roof before being allowed entrance to “**ANY**” NHSTRA Speedway.

- A- Each car must be equipped with a commercially manufactured oval track racing seat. No homemade or fiberglass seats allowed. All seats are required to have commercially manufactured, padded head supports, shoulder supports (two (2) of each), and it is **HIGHLY RECOMMENDED to have two (2) leg supports**. The six (6) supports must be installed in accordance with the directions provided by the supplier and/or manufacturer. The seat must be securely mounted to the roll cage utilizing minimum 3/8" diameter Grade 8 bolts, washers, and locknuts. Seat installation must be acceptable to NHSTRA Officials.
- B- Each car must be equipped with an SFI approved 5 or 6- point seat belt system. The belt latching mechanism must provide a common connection and release for the lap belts, shoulder belts, and anti-submarine (crotch) belt(s). Date stamps must be visible and must indicate that all belts are no more than three (3) years old, from date of manufacture. Seat belts with no dates or belts that show signs of wear will not be eligible for use. The seat belts must be installed in accordance with the directions provided by the belt supplier and/or manufacturer. The belts must be bolted to the roll cage/frame using the appropriate minimum diameter Grade eight (8) bolts, washer, and locknuts. Where the shoulder harness lays across the drivers shoulders, it must pass over a bar located at shoulder height and the belts must pass through the seat's cut-out without contact.
- C- An SFI rated nylon window net is required on all cars. The window net must be rib type, no string type nets allowed. The minimum window net size is approximately 22" wide by 16" high. Date stamps must be visible and must indicate that the net is no more than three (3) years old from the date of manufacture. Window nets with no dates or window nets that show signs of wear will not be eligible for use. All window net mounts must be a minimum 1/2" diameter solid steel rod on the bottom and a minimum 1" wide by 3/16" thick flat steel bar or a minimum 1/2" diameter solid steel round bar on the top, with mounts welded to the roll cage. The window net must be installed in the left side door window opening and be positioned to cover the driver. The window net, when in position, must fit tight and be secured with a lever-type quick release acceptable to NHSTRA Officials. The release point must be clearly marked with a "ARROW" for Track Safety Officials.
- D- Each driver must wear an SFI rated and approved full suit, with a recommended minimum rating of 3.2A5 or 8856-2000. It is **HIGHLY RECOMMENDED** that SFI rated undergarments including top, bottom, and socks be used. All fire suits and safety equipment must be kept clean. Any fire suits or safety equipment not considered appropriate by NHSTRA Officials will require cleaning or replacement.
- E- Full-faced helmets carrying a rating of SNELL 2015 or higher are **MANDATORY**. "SA" (Special application) helmets only. A face shield or other acceptable eye protection must be worn at all times during any event.
- F- SFI rated and approved fire-retardant racing gloves and shoes are mandatory. Gloves and shoes must be in good condition and free of holes, rips, grease, oil, etc.
- G- Each car must have an approved fire extinguisher or fire bottle type suppression system installed. All extinguishers and systems must be securely and mechanically fastened and be fully functional and operational. **The fire extinguisher or system must be of an approved Class B/C Rating.**
- H- It is **HIGHLY RECOMMENDED** that all drivers use a SFI rated Head and Neck Restraint Device.
- I- All roll bars within the drivers reach must be padded. **Roll bar padding must be SFI rated (This will be strictly enforced starting in 2024)**. The center of the steering wheel must be padded.

19) On-Track Safety Guidelines:

Competitors are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a driver, car owner, or crew member) in a manner designed to minimize the risk of injury to themselves and to others. Disregard for these safety guidelines may result in a penalty, fine, and/or suspension as per determined by NHSTRA Officials.

- A- Drivers are to stay buckled in their race cars (except in emergency situations). Once the scene has been secure by Track Safety, the driver **"MAY"** be instructed to exit their race car by Track Safety.
- B- The driver **"MAY"** be instructed by Track Safety to exit their race car if it is getting picked up by the wrecker or flatbed, unless the damage is minimal, to be determined by Track Safety.

- C- It is the responsibility of the driver, **IF HE/SHE IS INSTRUCTED BY TRACK SAFETY** to exit the race car to make sure the vehicle is out gear so that Track Safety can tow the car off the racing surface as quickly and efficiently as possible.
- D- Upon arrival on the scene, Track Safety will assist drivers on exiting the race car, if necessary, escorting them to the ambulance or other safety vehicle.
- E- **DO NOT CROSS THE RACING SURFACE UNLESS BEING ESCORTED BY TRACK SAFETY PERSONNEL.**
- F- No driver shall exit their car on the racing surface, infield area, or pit area to confront an individual or another vehicle.
- G- Intentional contact with other vehicles is **PROHIBITED**.
- H- In emergency situations when you need to exit the race car quickly, do so and remain on the protected side of car in regard to oncoming vehicles.
- I- Under caution all drivers shall be attentive to persons that are on the track involved at accident scenes, including: other drivers, Ambulance, Fire, Safety, Track Safety, and Tow truck operators. All safety personnel and safety vehicles have the right of way at all times. Competitors must stop and let all Track Service vehicles and personnel do their jobs.
- J- Inform the Tow truck operator of the pit stall location where your race car is to be towed.
- K- Repair assistance will not be allowed by any track personnel. All cars **"MUST"** go to the pits for repairs.
- L- You may not drive in the wrong direction on the racetrack for **ANY** reason unless directed to do so by Track Safety or Race Control.
- M- Any driver that is involved in an accident, where the car is unable to continue, you are asked to immediately **LOWER YOUR WINDOW NET** if you are un-injured to signify to Track Safety that you are OK.

20) Track Rules:

- A- **RACE CONTROL IS TOTALLY IN CONTROL OF ALL ON-TRACK RULES. RACE CONTROL DECISIONS ARE FINAL.**
All scoring and tech results become official at 11:59am on the following Monday, unless it's a Special or Mid-week event.
- B- All cars initially entering the racetrack for the start of an a race 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
- C- All cars returning to the racetrack after the initial start of the 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
- D- Under caution all cars will be held by NHSTRA Officials prior to re-entry onto the racetrack. Once the line-up is set by Race Control, cars will be instructed to return to the racetrack and positioned accordingly.
- E- All cars entering the racetrack must follow the NHSTRA Officials directions.
- F- 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. After the first lap is completed and a caution is displayed, all restarts after will revert back to last completed lap (as determined by Race Control).
- G- 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** (penalty is being sent to the rear), 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 might not throw the green flag.
- H- The expectation is that there will be no contact amongst cars under caution unless it is deemed to be the result of accordion effect on restart or due to vehicle malfunction. Any contact under caution that is deemed intentional or unnecessary will result in a penalty. This determination will be made by Race Control (Race Control decisions are final). Cars are to stay in their lanes on all starts and restarts. Failure to stay in your

lanes may result in a penalty. If the overall start was good, but you did not stay in your lane, you may be asked (by Race Control thru scanner or spotter), to drop back spots, or drop to the rear while the race remains under green. You will get three (3) laps to do so, or you will be BLACK FLAGGED, and disqualified from the event. Each event "MAY" have different rules that will be explained at the Drivers Meeting.

- I- 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, **RACE CONTROL** may penalize offending car/cars to the rear of the field. Any car that is deemed to have started prior to the **YELLOW START LINE** may be penalized and sent to the rear of the field.
- J- After the initial start, the leader will start the race. The leader is able to fire anywhere within the **START BOX**. The **START BOX** is defined as being between the first white line and the **YELLOW START LINE**. As long as the leader has any part of his/her car within this box, they may fire. It is up to the 2nd place car to be ready and stay with the leader. If the 2nd place car fires first, they may be penalized, if they are leading by the **YELLOW START LINE**. If the leader has not fired by the time they get to the **YELLOW START LINE**, the 2nd 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 cars should be rolling into turn 3.
RACE CONTROL DECISIONS ARE FINAL.
- K- 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 on the next caution or at the end of race. This will be enforced unless the car in front has a **MAJOR** issue on the start (determined by Race Control). Any car passing another car on a restart, on the bottom before the Start/Finish line will be penalized two (2) positions per car passed on the next caution or at the end of the race. Again, this will be enforced unless the car in the front has a **MAJOR** issue on the re-start (determined by Race Control). Passing on the **OUTSIDE** on re-starts is allowed, after the green flagged is waved.
- L- Cars deemed to have been involved in the accident that caused the caution will start to the rear. If contact between two (2) or more cars take 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 action to miss an accident that has already occurred will get their spots back as long as they do not make contact with the caution cars. The determination of whether or not a car was involved in the accident on the track is the decision of Race Control (Race Controls decision are final). In the event that the caution is displayed for an accident on the track and then a separate incident at another location on the track occurs, those cars may get there spots back as long as they stay on the racetrack and don't go to the pits. 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. Track Safety and Safety personnel must be given room to do their work safely. Race Control will realign the field. **DO NOT RUN DOUBLE FILE UNTIL INSTRUCTED** to do so by the Flagman and/or Race Control.
- N- No driver is to unbuckle their seat belts or exit their cars (except in emergency situations) or instructed to do so by Track Safety. Even if your car is unable to continue, you must remain in your car until you are placed in the pit area by Track Safety. Failing to do so may result in disqualification.
- O- Any single car spin must attempt to continue immediately and not interrupt the race. Any car that Race Control feels delayed/interrupted the race may be penalized.
- P- Any driver that causes three (3) cautions in a event for any reason may be black flagged from the event. Race Control will make the final determination regarding this rule.
- Q- All races will be run until the leader has completed the advertised distance. However, if the scheduled distance is not completed, the race can be considered official (determined by Race Control) after the half-way mark. When the 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 time limit was imposed, the last green flag lap regardless of the number of laps completed.
- R- Any car not up to speed may be placed in the rear of the field on restarts or removed from the event.
- S- **LAPPED CARS MUST MOVE TO THE BOTTOM GROOVE OF THE RACETRACK.**
- T- Any car that is a lap or more down will be placed in the rear on the field on restarts. Race Control may remove said car from event, if they feel you cannot improve your position.

- U- During any event Race Control may choose to go to single file restarts at any time. On a single file restart, a driver can only pass (or improve their position) on the right before the Start/Finish line.
- V- A competitor will receive an agreed number of courtesy laps (pit logistics vary) for flat tires/repairs. The number of courtesy laps may be extended by Race Control for various reasons.
- W- It is the Drivers responsibility to be ready to compete on time for each event. Cars not ready when called to the scales/lineup area may be put to the rear or replaced.
- X- Any car that has to be push started must restart from the rear of the field. The exception to this rule are after introductions, or red flags. Race Control has final determination.
- Y- **PASSING JUDGEMENT FOR NON-RADIO EQUIPPED CARS:** You need to be to the front of the door or within line-of-sight before 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 be disqualified from the event. Race Control will make the determination. Race Control decisions are final.
- Z- **PASSING JUDGEMENT FOR RADIO EQUIPPED CARS:** If your nose is passed the rear tire of the car in the 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 be disqualified from the event. Race Control will make the determination. Race Control decisions are final.

21) Official Flags Rules:

- 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 (as determined by Race Control). Laps completed under caution will not count, 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 Safety may direct certain cars to move clear, or direct them to the pits, to clear the way for Track Safety, Safety Vehicles, or track workers. Under no circumstances is a driver to move their vehicle without the directive from Track Safety or Race Control. Movement of a car without direct notice will result in immediate disqualification from the event. If a car is currently in the pits, repairs **"MAY CONTINUE"**. Race Control has final determination.
- D- **BLUE/YELLOW STRIPE:** This 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 displayed by the Flagman it means the lapping car or cars are there and to move down to the **LOW GROOVE** of the racetrack. The **RACE LEADER** gets the benefit of the passing flag. Failing to obey when given the passing flag may result in a penalty. Race Control has final determination.
- 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 NHSTRA Officials will stop you at the top of pit lane or the infield and inspect your car. If your car is deemed safe for return by the NHSTRA Official, if possible, you will get your position back. If you choose to go to your pit, you will lose your position.
 - 2- You may need to repair a 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 other drivers. In this case you must park your car 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 may be penalized points and pay.
 - 5- If Black Flagged, you will have three (3) laps to obey or you will no longer be scored for the event. If you continue, you may be disqualified completely from the event.
- F- **WHITE FLAG:** The display of the White Flag means there in one (1) more lap in the race. If there is a caution situation presented during the White Flag lap, Race Control may complete the final lap, finish under

caution/checkered, or throw the caution, 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 lead lap cars race to the Checkered Flag.

22) Pit Area Rules:

- A- Smoking is not permitted in cars, inspection area, near fueling station, or in any buildings on NHSTRA properties.
- B- No speeding exiting the racetrack or thru the pit area. Penalties may be given.
- C- 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.
- D- Fuel must be carried in DOT approved containers at all times on all NHSTRA premises.
- E- All teams should have a fully charged minimum 10-pound Class B fire extinguisher in their pit stall.
- F- 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 the ground, pavement, or tipping.
- G- Teams are responsible to collect and contain any fluids that may be drained or leaking from their race cars. NHSTRA will provide a collection container for such fluids.
- H- You may not check your car or work on your car in Victory Lane. Nothing may be put into the race car or taken out of the race car in Victory Lane, or on its way to the Tech Area.
- I- Motorized or non-motorized personnel transportation (scooters, bikes etc..) are not permitted in the Pit Area without prior authorization. NHSTRA Officials may grant such vehicles permits for handicapped persons, or other special exceptions. Please contact your NHSTRA Home Track NHSTRA Official.
- J- Alcohol and narcotics of any kind are not permitted in NHSTRA pit areas. Any car owner, driver, or team member who is signed into the pit area that is found drinking or buying alcohol before the conclusion of their team's feature event will be penalized. The only exception to this rule is when the team member or driver has relinquished their pit wristband to the person operating the alcohol concessions area.
- K- All trucks, trailers, and cars shall be parked/moved as directed by NHSTRA Officials.
- L- Motorized pit equipment is not permitted in the pit area.
- M- Burn-outs and/or donuts are not allowed at any time in the NHSTRA pit areas.
- N- Personal vehicles are not permitted in the pit area. This includes Employees/Volunteers. NHSTRA Officials may grant such vehicles accommodations for handicapped or other special exceptions.
- O- Antifreeze or unapproved additives of any type are not permitted in the coolant systems of any car competing at a NHSTRA racetrack. Water, distilled water, or "water-wetter" type additives only. Any competitor found to be using any unapproved coolant or additive will be penalized.
- P- **NO TIRES ARE TO BE LEFT AT ANY NHSTRA RACETRACK.** Any competitor or team leaving tires will be penalized.

23) Drivers Meeting:

All drivers (and spotters when required) must attend all announced Drivers Meetings. Any drivers not attending the Drivers Meeting may be placed at the rear of all events that day (or possibility more) 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 the NHSTRA Officials prior to the start of the Drivers Meeting and then a team representative must replace the missing individual(s). This will only be allowed if circumstances absolutely require that one of these individuals miss the Drivers Meeting. The expectations are that **ALL** drivers (and spotter when required) will attend all Drivers Meetings.

24) Qualify/Starting Position:

- A- Qualifying heats and Features are lined up by handicap points.
- B- Consi/B-Features are lined up according to finishing order.

- C- Time Trials may take place of handicapping at any time, and may be heads up starts, handicapped, or random invert.
- D- Any driver who, in the opinion of NHSTRA Officials, cannot perform safely at the front of any line-up will be placed in an appropriate starting spot by order of NHSTRA Officials.
- E- All drivers must sign-in with the NHSTRA Handicapper twenty (20) minutes prior to the posted start time of qualifying. 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. Drivers who are not signed in on time will be placed to the rear of their qualifying race.
- F- 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.
- G- To be considered qualified, the competitor must complete the qualifying heat at competitive speeds.
- H- Once a driver has been signed in under one (1) car, and attempts to qualify, he/she may **"ONLY"** be allowed to drive (switch) to another previously qualified car, renumbered with their number.
- I- For some events special qualifying procedures will be in place.
- J- If a car drops out of the posted starting line-up before the cars are on the race track, all cars will cross over to their new positions. If a car drops out of line, on the racetrack while the field is doubled up, the inside or outside row will move up into position based on where the car was aligned in the line-up.
- K- Consolation (or non-qualified) cars will start the feature behind all previously qualified cars.
- L- The NHSTRA Handicapper will notify competitors of the number of qualifying positions in heat for each week—
 - 5 – 6 Car Heats. 3-Qualify
 - 7 – 8 Car Heats. 4-Qualify
 - 9 – 10 Car Heats. 5-Qualify
- M- Drivers will be allowed to start further back than their qualified positions, but **"MUST"** be approved by NHSTRA Officials prior to the start of the feature event.
- N- NHSTRA Officials may add cars to the rear of the starting field of any scheduled or rescheduled race once the starting line-up has been set.

25) Handicapping:

- A- Drivers will be handicapped based upon the earned points they received the previous three (3) feature race events. These points will be used to assign positions in qualifying and feature events, starting with the lowest in the front and the highest in the rear.
- B- Feature event points: 1st- 50pts, 2nd- 48pts, 3rd- 46pts, 4th-44pts, 5th- 42-pts, 6th-40pts, 7th-38pts, 8th-36pts, 9th- 34pts, 10th-32pts, 11th-30pts, 12th-28pts, 13th-26pts, 14th-24pts, 15th-22pts, 16th-20pts, 17th-18pts, 18th-16pts, 19th-14pts, 20th-12pts, 21st- 10pts, 22nd-8pts, 23rd- 6pts, 24th-4pts and remaining cars receive 2pts.
- C- Any driver that misses an event will be credited with one- and one-half wins (75 pts) for handicapping purposes.
- D- Disqualified cars will be given two wins (100 points) for handicapping purposes.
- E- Additional NHSTRA Officials Penalties and discipline may affect handicapping points (will be announced by NHSTRA Officials).
- F- To begin each season, when a three-race handicap system cannot be utilized, Drivers will be assigned a MyRacePass digital pill number once they sign in at the NHSTRA Handicapper's booth for qualifying heats positions for the first three (3) weeks. Feature Line-ups will be straight up starts.
- G- Time trials may take the place of handicapping at any time.

26) Electronic Scoring/Transponders:

All cars competing at NHSTRA speedways (except Young Guns and Hudson Heroes) must have a working scoring transponder assigned and attached to your race car during every event. Transponder mounting details are available in each NHSTRA division rules. Transponder information must be given to Race Control at the beginning of the 2023 season or if it's your 1st time competing at that NHSTRA speedway. It is your responsibility to keep your transponder

working correctly. A car may not be eligible to compete in a race event without a working scoring transponder, unless adverse conditions dictate otherwise and approved by NHSTRA Officials. Transponders rentals may be available, please check with NHSTRA Officials. Transponder scoring will be used to line up cars on all restarts. The final lap finishing positions will be determined by how the cars cross the Start/Finish Line, not transponder scoring. **Please note: Race Monitor and/or MyRacePass are "NOT" Official for scoring purposes.**

27) Scanners and Radio:

All competitors **"MUST"** be able to receive communications from Race Control by scanner or if allowed, through a competitor's spotter by two (2) way radio. Scanners used by drivers may only be programmed for the NHSTRA Race Control frequency of 454.000 and will be subject to NHSTRA Tech Inspection. Scanners **"MUST"** be on and functioning at ALL TIMES while on the speedway, if not you will be Black Flagged off the speedway. This includes practice, qualifying, and feature events. Any divisions which allow two (2) way radios, they must be programmed to NHSTRA Race Control frequency 469.5000. Spotters must communicate immediately any instructions given by Race Control to their drivers. Frequency used by teams **"MUST"** be registered with the NHSTRA Handicapper. No car-to-car communication allowed.

28) Tech Inspection Area:

- A- SCALE AREA-** NHSTRA Official scales are open to anyone up until qualifying starts, once qualifying starts, all crew/team members are **"NOT"** permitted to be in the scale area. The car and the driver may not be accessed by ANY team member while in the scale area, unless instructed by a NHSTRA Official. Smoking is not permitted in the scale area. Refusal to follow NHSTRA Scale Area guidelines may result in disciplinary action.
- B- TECH AREA-** Only three (3) active crew members, excluding the driver (fourth) unless instructed otherwise by a NHSTRA Official, will be permitted in the Tech Area for Post-Race Inspection. NHSTRA Officials reserve the rights to further limit the number of team members in the Tech Area and/or revoke a team members rights to the Tech Area. Smoking is not permitted in the Tech Area. Refusal to follow NHSTRA Tech Area guidelines may result in disciplinary action.

29) Tech Inspection:

Your car and all of its parts are subject to a technical or safety inspection at any time. Failure to comply with inspection requests may result in disciplinary action.

- A-** All cars and safety equipment will be inspected prior to the start of the 2023 season (or a competitors first 2023 event at a NHSTRA Speedway). After preview inspection, each car will display a dated 2023 NHSTRA safety seal indicating initial compliance. Infractions of tech rules not noted on initial inspection does not preclude subsequent inspection or disqualification due to tech infractions.
- B-** NHSTRA Speedways has the right, for inspection purposes, to seal or impound cars or car parts competing in any event. The NHSTRA speedways assumes no responsibility for impounded cars or parts. Any part and/or parts deemed illegal will be confiscated by NHSTRA Officials.
- C-** Upon completion of the feature event in all classes, **THE TOP FIVE (5)**, unless otherwise specified by NHSTRA Officials, must go directly to the TECH AREA (after Victory Lane celebrations) for post-race tech inspection. Failure to comply may bring disqualification.
- D-** If during an inspection, the NHSTRA Officials determines that a car is not capable of passing tech, the competitor may be allowed to pass thru tech or make changes where tech inspection can be completed. NHSTRA Officials decision are final.
- E-** If NHSTRA Officials determine, prior to any event, that a car does not meet applicable specifications, the car shall not be allowed to compete. Unless, in the discretion of the NHSTRA Officials the deficiency (1) shall not adversely affect the orderly conduct of the race, (2) cannot be correct in time for qualifying for the race, (3) will not provide the competitor with a competitive advantage, (4) is so insufficient as to not warrant a determination that the car is ineligible to compete. If the car is permitted to race the deficiency must be correct before future events.

30) Refusal of Tech:

Any competitor that refuses any NHSTRA Tech inspection will be automatically disqualified from the event, be fined an undisclosed amount, and may be penalized additional (determined by NHSTRA Officials on its effect on the fairness of competition). The fine must be paid prior to return to any NHSTRA Speedway. Upon returning, the car will have to pass the NHSTRA Tech inspection for that item before they will be allowed to compete. **UNDER SECTION 29 ALL FINES AND PENALTIES ARE NOT APPEALABLE**

31) Protests:

All protests related to a car must be filed using NHSTRA Protest Form within fifteen (15) minutes from the conclusion of the event in which said vehicle is being protested. Protest must be filed with the NHSTRA Head Tech Official. Only a NHSTRA registered owner/driver participating in said event and maintaining a Top-10 in Driver point's position may petition for a protest. NHSTRA Officials reserve the rights to decline a protest (determined by NHSTRA Officials on its effect on fairness of competition). Any car owner or driver filing a protest, must post a protest fee (see fees listed), the NHSTRA Protest Form signed, with the **EXACT SINGLE ITEM** to be protested, and their car for inspection of the same **EXACT SINGLE ITEM** protested. Fee list below:

Visual Inspection:	\$250.00
Removal or Disassemble of a part or parts:	\$500.00
Engine part requiring disassembly:	\$750.00
Removal of a Crate engine for Dyno purposes:	\$1000.00
	Plus dyno fees

Any protests shall automatically delay official results of the race of protest and may delay payoffs for that event. If the protested car is found legal, the protest fee will go to the protested car owner (minus track fees as listed on NHSTRA Protest Form) and additional incurred costs for inspections will be paid by protester. If the car is found illegal, the protest fee will be returned to the protester (minus track fees as listed on NHSTRA Protest Form) and all cost incurred for inspection will be charged to the illegal car owners. The car will be disqualified for the event. All illegal part/parts will be confiscated by NHSTRA Officials. Protest form link below:

<http://bit.ly/408DgjM>

32) Appeal:

Any competitor wishing to appeal a decision of a suspension, fine, probation period, and/or disqualification, may submit a form (link is below) with a written notice, within two (2) days of receiving notification of the penalty, longer term suspensions can be appealed for up to one (1) calendar year, to the penalizing tracks NHSTRA Official. The NHSTRA Appeal request form must be completely filled out, Appeal Fee of \$200.00, and form must be signed before review will take place. Appeal will be heard by the seven (7) panel NHSTRA management board listed above, and a conference call "**MAY**" take place with the listed Team Representative on the NHSTRA Appeal Form. All decisions will be made within twenty-four (24) hours of the hearing and a majority vote 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 this appeal process.

<https://bit.ly/3I15Gbz>

33) Championship Points System:

Points are calculated based on your finishes in feature events. There are no points awarded for qualifying heats. Point total "ties" are broken by number of wins by each competitor. If still tied after using wins, we will move to 2nd place finishes, then 3rd place finishes, etc.... Championship Points Awarded:

1st-50pts, 2nd-48pts, 3rd-46pts, 4th-44pts, 5th-42pts, 6th-40pts, 7th-38pts, 8th-36pts, 9th-34pt, 10th-32pts, 11th-30pts, 12th-28pts, 13th-26pts, 14th-24th, 15th-22pts, 16th-20pts, 17th-18pts, 18th-16pts, 19th-14pts, 20th-12pts, 21st-10pts, 22nd-8pts, 23rd-6pts, 24th-4pts 25th and back 2pts....

34) End of Year Awards:

In order to be eligible for NHSTRA End-of-Year Awards, a competitor must have competed in at least 80% of their tracks total 2023 events.

03/10/2023