



NHRA Hot Rod Heritage Racing Series Policies (effective 1/1/26)

Oil Down Policy – All Classes

If a contestant's first oil down at an event occurs during eliminations on a winning run, the E.T. will be void for lane choice or run sequence consideration for the following round. Second oil down occurring at the same event the run shall be void for qualifying purposes. If during eliminations, E.T. will be void for lane choice or run sequence consideration for following round. If a third oil down at same event, competitor shall be disqualified from the event. This will apply up to, and including, the final round of eliminations. Should any team experience chronic problems, NHRA will review and further action may be taken.

Multiple Entries

A contestant may not drive more than one vehicle in the same category at any event. One vehicle may not be used for more than one entry in the same category. Drivers in Hot Rod Eliminator may drive the same car in a second category in either B, C or D/Gas only. Hot Rod Eliminator contestants may also enter a separate track class (non-Heritage class) running during the event at tracks discretion (applies to all Group 2 categories, Jr Fuel and 7.0 Pro).

Tow Vehicles

Permitted in all categories except D/Gas and Hot Rod Eliminator. If running Hot Rod as second category, those with B or C/Gas cars may tow when running in Hot Rod Eliminator.

Burnouts

Contestants in C/Gas, D/Gas and Hot Rod Eliminator are not permitted to cross the start line on burnout.

Staging

To be a legitimate race winner, a contestant's vehicle must start and stage under its own power. Push starting or pushing a vehicle into stage beam prohibited.

Deep Staging

The practice referred to as deep staging is prohibited in all Group 2 classes except for Hot Rod Eliminator. Allowed in all other categories. In a dual deep stage situation, both cars will be disqualified. If dual deep stage occurs in the final round the race shall be re-run to determine an event winner.

Qualifying

To constitute a legitimate qualifying attempt, all contestants must properly start, stage, and receive the start signal to be placed on an eliminator ladder. Should a vehicle break after receiving the start signal, a time of 28.00 seconds shall be issued for qualifying time. Race Director may add contestant to the bottom of ladder in all-run categories. Upon reaching the ready line, vehicles must be prepared and ready to fire in order. Under no circumstances may a contestant pull out of line beyond that point unless instructed by an official. If a contestant is shut off by an official based on track safety (weather, car on track, etc.), they may be allowed to go to back of line for their category.

Alternates

Once qualifying has concluded and elimination ladder has been established, pairings will not be changed. Should a qualified vehicle be unable to make eliminations, an alternate may be inserted in their place. Under normal circumstances, the first round points and any monetary award will remain with the qualified contestant. Alternates are not eligible for any round points regardless of any advancement in eliminations. Any cash award paid to alternate advancing will be less the amount paid to original qualified contestant.

In an effort to reward quicker qualified contestants, the insertion of any alternate is as follows: First alternate will be inserted to race the slowest of the opponents made available by an original qualifiers failure to appear in round one. Second alternate would face the next slowest, etc.

Field Size

In situations where a field is not full (NTF and NFC), a specific ladder will be used for the number of vehicles making a legitimate qualifying attempt. Groups 1 and 2 will feature all-run fields and shall be ladderred for eliminations unless weather or other issues may warrant random pairing for round one. Hot Rod Eliminator shall be randomly paired in eliminations until the field reaches round of 16 (eighth finals) at which time they shall be ladderred based on reaction time from the previous round.

Pairings / Ladders

Category pairings are based upon established NHRA ladders and position set by qualifying time. "Professional" ladder system shall be used for NTF, NFC, and Group 1 categories (1 v 16, 2 v 15, etc.). "Sportsman" ladder system shall be used for all Group 2 categories (1 v 9, 2 v 10, etc.).

Lane Choice

Performance categories (NTF, NFC, Pro Comp, Jr/Fuel): Lane choice for first round will go to the quicker qualified contestant of each pairing. Any subsequent round lane choice shall go to the contestant with the quickest E.T. in the previous round of eliminations. In the situation of both contestants recording identical E.T.'s the driver with the faster MPH in the previous round would earn lane choice.

Index categories (7.0 and Group 2): Lane choice for first round pairings shall to the better qualified contestant of each pairing. Subsequent round lane choice shall be determined by coin toss.

Hot Rod Eliminator: Lane choice shall be determined by staging personnel or coin toss. Once placed on ladder lane choice shall be determined by coin toss.

Auto Start

The auto start function shall be utilized for all classes. Settings as follows:

	TF, FC, PC	JF, 7.0 PRO	A, B, C/Gas NE I, II, III	D/Gas	Hot Rod
Staged Minimum	0.5	0.5	0.5	0.5	0.5
Staged to Start	0.3	0.5	0.7	0.8	1.1
Timeout	7	10	10	10	10

POINTS

All points are awarded to the driver and cannot be transferred under any circumstances. Points are not transferable from one category to another. If an event is postponed for any reason prior to the start of eliminations for that category, it is necessary that any car and driver still eligible for event competition attend the rescheduled date to be eligible for any points and cash awards based on eliminator racing. Points and awards are based on a round-loss basis, not simply on qualifying. If an event is disrupted and rescheduled due to weather or other conditions after eliminations of that category are in progress, contestants unable to return will be awarded points up to the round completed before postponement. Non-qualifiers in NTF, NFC and Group 1 contestants shall receive ten (10) points regardless of whether an event is postponed and rescheduled. Any contestant disqualified for mechanical non-compliance loses all points for that event.

Points may be withheld from any contestant who fails to display the appropriate series decal.

HOW POINTS ARE EARNED

**** Must have current NHRA License/Membership to earn points toward series championship ****

Groups 1 and 2 will count their best five (5) of eight (8) events toward championship.

Top Fuel (6) and Funny Car (7) will count best five events toward championship.

TF, FC, and Group 1 use the following points formula:

Actual Field Size:	1st Rd. loss:	2nd Rd. loss:	3rd Rd. loss:	4th Rd. loss:	5th Rd. loss:	R/U	Win
4 or less	40					80	100
5 to 8	40	60				80	100
9 to 16	20	40	60			80	100
17 to 32	20	40	60	80		100	120
33 to 64	20	40	60	80	100	120	140

10 points issued to all contestants - 1 qualifying attempt required

Qualifying points earned as follows (TF, FC, and Group 1 only):

32-car field		16-car field		8-car field	
1st	8	1st	8	1st	8
2nd	7	2nd	7	2nd	7
3rd	6	3rd	6	3rd	6
4th	5	4th	5	4th	5
5th & 6th	4	5th & 6th	4	5th & 6th	4
7th & 8th	3	7th & 8th	3	7th & 8th	3
9th through 12th	2	9th through 12th	2		
13th through 32nd	1	13th through 16th	1		

Group 2 shall use the following points formula:

Actual Field Size:	1st Rd. loser:	2nd Rd. loser:	3rd Rd. loser:	4th Rd. loser:	5th Rd. loser:	6th Rd. loser:	7th Rd. loser:	R/U	Win
4 or less	33							64	85
5 to 8	32	43						64	85
9 to 16	31	42	53					64	85
17 to 32	30	41	52	63				74	95
33 to 64	30	40	51	62	73			84	105
65 to 128	30	40	50	61	72	83		94	105
129 and over	30	40	50	60	71	82	93	104	115

If no run is made during the event, 10 points issued to an entry provided they pass technical inspection.

Qualifying points not awarded in Group 2 categories.