



December 10, 2025

# Home MotorSports Rules & Driver Conduct Policies

## Basic Rules

- No over aggressive driving allowed.
- ***No calling out of other drivers.***
- Always race drivers the way you want to be raced.
- iRacing is in control of all flags and race control. NO EXCEPTIONS.
- **Black flags will not be cleared for any reason.**
- After the race, drive your car back to the pits if driveable. If not driveable, stop in a safe place. On a road course driver may find a safe place to park and stop after receiving the checkered flag.
- All races start on the green flag.
- Restarts may use the START ZONE or start on the green flag. Race administrators' discretion.
- No Wall Riding.
- Intentional wrecking will result in immediate removal from the league.
- Intentional wrecking even after the race is prohibited. Some drivers have high force feedback wheels and injuries can occur. Incident points accumulated after the checker flag or race, still count in your record and may be viewed as a complete history of your career.
- Intentionally bringing out a caution will result in a severe penalty or removal from the league.
- Blue flag is informational only and not a command flag. Slower vehicle is not required to give way. It is the proper move but not mandatory.
- If you have a problem, talk to us. Do not air grievances on social media. Failure to abide by this may be removal from the league.
- Car number will not be granted until driver has satisfactorily **completed** 4 races sanctioned and hosted by HMS.
- Individual Series Promoters may tweak their points systems, while at all times maintaining the HMS rules to have consistency among all races and series.
- All drivers are permitted to race in all races and series hosted under the HMS league structure regardless of who is hosting the race. If a driver is to be admitted to, removed from a series, or an event the HMS Driver Committee will meet and rule on the outcome.



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## **Oval Racing**

- All races start on green, not before.
- Restarts may use the START ZONE or start on the green flag. Race administrators' discretion.
- Full course yellows
- Lucky dog rule (87's may use lapped cars to the inside.)
- Wave arounds (87's may use lapped cars to the inside.)
- Double file restarts (87's may use lapped cars to the inside.)
- Lap cars to the rear of the field (87's may use lapped cars to the inside.)
- One or Two green, white, checkers (87's may or may not use GWC's)(Admin discretion)
- Fixed setups (Late Model Stock may be open setups)
- All driver assists are off except for clutch assist.
- If you cannot maintain pace speed and/or get into position as directed by iRacing you may receive a black flag from the race admins. Call for a tow. It is the right thing to do.
- Blue flag is informational only and not a command flag. Slower vehicle is not required to give way. It is the proper move but not mandatory.

## **Road Racing**

- Localized yellows only
- Rolling or standing starts may be used at the administrator's discretion.
- All races start on green, not before.
- Fixed setups
- All driver assists may be used.
- If you cannot maintain race speed and get back to the pits in a safe manner, call for a tow. It is the right thing to do.
- Blue flag is informational only and not a command flag. Slower vehicle is not required to give way. It is the proper move but not mandatory.

## **Code of Conduct**

- Any Member that **publicly** criticizes and/or disparages HMS, a member, or its Officials may be considered to be acting in an unsportsmanlike manner detrimental to HMS and the best interests of the league or group and shall be considered to be in breach of the RULES.

## Driver Conduct

- **PASSING.** It is the responsibility of both the overtaking driver and the driver being overtaken to assure safe overtaking. Where two cars are reasonably alongside each other, each must permit the other racing room. A car traveling alone may use the full width of the racetrack. Overtaking may be either right or left depending on prevailing conditions.  
All passing must be done within iRacing track limits, in the case of Ovals or Rovals, no one shall use aprons or pit lane areas to gain track position under race conditions. Positions gained using apron or pit lane under a green flag condition must be returned immediately when safe to do so, unless instructed differently by iRacing to hold position under caution. Painted lines at Talladega, Daytona, & Atlanta signify the lowest track limit. This may be reviewed after the race and a 30 second penalty imposed and finishing positions will be adjusted.
- **BLOCKING.** Any driver who, in the sole opinion of the HMS Driver Committee, moves in reaction, altering their line based on the actions of pursuing competitors, may be warned or penalized, and such decision is Conclusive.
- **INCIDENTS.** Any driver who, in the sole opinion of the HMS Driver Committee, is responsible for an incident where a car spins, or goes off-track, or suffers a flat tire or other mechanical difficulty resulting from the incident and requiring it to pit directly for repairs, or an incident of contact resulting in a change of position, may be warned or penalized, and such decision is Conclusive.
- **UNJUSTIFIABLE RISK.** Any competitor who, in the sole opinion of the HMS Driver Committee, engages in any behavior deemed to represent an unjustifiable risk or reckless endangerment may be warned or penalized, and such decision is Conclusive.

## Communication Policies

- ***There will be no calling out of other drivers.***
- Foul and inappropriate language will not be permitted.
- Race chatter should be kept to a minimum especially during green flag racing.
- All race communication is to be done on iRacing.
- All drivers must be able to communicate through iRacing if requested by an HMS Admin. All attempts must be made to make sure a driver has a working microphone.
- All drivers must be setup to communicate in iRacing and attempt to be transmitting on the @DRIVERS channel.
- Alternate communications can be made on Discord, but priority is given to iRacing.
- All drivers must have Push to Talk enabled. There will be no voice activation allowed.
- We will NOT discuss incidents or accidents during the race. A simple apology is expected but discussions will be short to allow others to concentrate on racing. If further discussion is needed, we can talk after the race. If you feel a review of the incident is needed, the officials will discuss and rule on an outcome.



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## **Pitting**

### **Pitting In**

- All drivers should call out their intention to pit at all tracks. If you make this communication attempt and get run over by the driver behind, and if you held your line they may be considered at fault. If no attempt is made to communicate your intentions and you get run over, you may be considered at fault.
- Pitting in must be done from the low race line.
- Do not drive through multiple pit boxes to enter your assigned pit stall.

### **Pitting Out**

- All drivers should call out they are exiting the pits. If you make this communication attempt and get run over by the driver behind, and if you held your line they may be considered at fault. If no attempt is made to communicate your intentions and you get run over, you may be considered at fault.
- All drivers must maintain the low line until it is safe to move into the racing line.
- Do not drive through multiply pit boxes when exiting your assigned pit stall.

## **Oval Races**

- 0 fast repairs
- 10 Incident points you will receive a drive through penalty. (Admin discretion)
- 20 incident points disqualification (Admin discretion)

## **Road Races**

- 1 fast repair
- 20 Incident points you will receive a drive through penalty & every 10 incident points after that. (Admin discretion)
- No disqualifications currently.



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## **Penalties**

Incidents will not be reviewed after each race.

1. Driver may contact an admin with a report of an incident and the admins will investigate the nature of the accident.
2. IPL (Incidents per Lap) will be reviewed periodically and reviewed with drivers appearing to be accumulating too many incident points.
3. No judgement of innocence or fault will be reviewed for points or finishing position.
4. Each driver is responsible for their own car and defensive driving is part of racing.

Driver accumulating too many complaints or incident points may be penalized with various measures as seen fit by the admins. All penalties will be a private matter with the driver. Penalties do not carry over from series to series except for being removed from league.

## **Point Systems**

### **Oval Series (Admin discretion)**

NASCAR point system or modified by series director.

#### **Bonus Points:**

- Pole Winner - 1 point
- Race Winner – 1 point
- Led The Most Laps - 1 point
- Zero incidents - 1 point

### **Road Series (Admin discretion)**

#### **Bonus Points:**

- Pole Winner - 1 point
- Race Winner - 1 point
- Zero Incidents – 1 point



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## **Attendance**

No driver is expected to make every race. We also cannot reserve numbers forever for drivers who have stopped attending without any communications. The following will be a guideline which attendance will be administered. Exceptions to the rules may apply.

- If a probationary driver fails to attend and complete 4 races within 90 calendar days, while still being a probationary driver they will be removed from the league and can reapply at a later date for reacceptance.
- If a probationary driver fails to complete a race within 30 days of being accepted into HMS they will be removed from the league and can reapply at a later date for reacceptance.
- If a Chartered Member fails to attend and complete a race within 180 calendar days, they will forfeit their reserved number and be given an assigned number by HMS admins. After driver completes 4 races within 90 calendar days, they may apply to reserve a number again.
- If a Chartered Member fails to attend and complete a race within 365 calendar days (1 year), they will be removed from the league roster. Driver can reapply to be reinstated but must complete 4 races within 90 calendar days to be reinstated as a Charter Member.

## **Conclusion**

These are a basic rundown of the leagues rules and may be adjusted at anytime as the administration sees fit for the betterment of the league. No judgements are ever personal and are discussed amongst the HMS Driver Committee prior to delivering a ruling. This is a fun league, and every effort will be used to keep it that way.