



H2R Challenge General Competition Rules

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H2R Challenge – The H2R Challenge is a series of sprint races at Harris Hill Raceway, powered by Mazda. The goal of the series is to create classes of racecars that: 1) are affordable to both own / maintain 2) focus on driving skill rather than horse power.

H2R Challenge is yet another motorsport activity offered to Harris Hill members. This is a member only series. Drivers must be members of Harris Hill Raceway, powered by Mazda.

Rules, rules enforcement, safety, driving etiquette and race/series administration will be handled by Harris Hill staff with the assistance of member volunteers. Harris Hill management will have the final say on any and all aspects of the H2R Challenge series. H2R staff, with the assistance of volunteers will handle race operations. While the race is being run, no one may interfere with the race operation. Suggestions, requests, demands are all considered interference. If someone has a concern or issue it needs to be addressed after the race has concluded. Interference may result in the team being disqualified. Bottom line; **do not talk to race workers during the race.**

Race format – The race series will be one race event per month. The Series points will accumulate for the 8 months February through November (no races in July and August). A series winner for the year will be determined following the November event. Race events will be two 45 minute sprint races (one clockwise and one counterclockwise). Starting position for the first sprint race will be determined by a drawing. The method for determine the starting position for the second race may vary.

Races classes - The intent is that race classes will match very similar cars (same make and model) such that race competition will be close, exciting and fun for participants. Multiple classes may run in a single race if on track interaction between the classes will improve the overall event. Additional classes may be added, subject to the approval of Harris Hill Raceway, powered by Mazda.

Point system

1) Position Points: Position points will only be awarded for finishing positions in class (Spec 914 or Miata). The overall finishing position for the race does not earn points. Racers who finish 1st in class will earn 10 points, 2nd 7 points, 3rd 5 points, 4th 4 points, 5th 3 points, 6th 2 points and 7th 1 point. To earn position points, racers must run at least one race lap. Points will be awarded in class for enduros in the same way as in sprint races. If two or more drivers share a car during an enduro, the total points earned by that car will be split equally among the drivers who drove it in that race.

2) Bonus Points: A racer will earn 1 bonus point for each car in class that finishes the race behind the car driven by that racer. Bonus points will be earned by all cars finishing the race except the car that finishes last in the class. Cars that do not start the race (DNS (did not take green flag on track)) or are disqualified (DQ) do not count as cars beaten in the class. There will be a 10 point limit on bonus points available in any race. For example: The car that finishes 21st in a 22 car field where all 22 cars finish will earn 1 bonus point. In that same race the car that finishes first will earn 10 bonus points.

3) Event Points: Each racer will earn 5 points for each event attended where the racer starts at least one scheduled race. To qualify as starting the racer must have passed the starter stand on the track after the green flag has been displayed to start the race. A late start after the field has started will count as a start if the racer passes the starter stand on the track. If two drivers share a car, each will earn event points for the race they start. There will be a maximum of 25 points available for each year in this category. Disqualified (DQ) drivers will not earn Event points.

4) Championship Totals: The best 10 race points totals for each racer in all points scoring races for the year will count toward the H2R Championship. Each monthly event will have 2 races thus 16 races for the year. Ties for the first three positions will be broken by the highest total in the 9th race, then 11th race, then the 13th race, etc.

General Rules

Overview and “Spirit” of the rules

Drivers whose cars do not meet the safety portion of the rules will not be allowed to race. Every good builder will be familiar with them. Harris Hill has MANY qualified builders to ask questions of BEFORE you BUILD or BUY something that is not legal!!! Safety will NOT be a “race now, but fix it next time” option! We ALL want the safest environment possible for these events. Nobody wants to wait for a mishap to implement a change.

Driver’s whose cars do not meet the [class specific performance rules](#) MAY or MAY NOT be allowed to race but will not be scored or earn points for the event or series.

Driver’s who drive in a reckless or dangerous manner will be made ineligible for further racing with this event or series. The term of this ineligibility will vary and be determined by event administrator.

Harris Hill is a club. It is not SCCA. After an SCCA event, the drivers all go home to different parts of Texas and surrounding states. Sometimes never interacting with each other again. Here at Harris Hill we all know each other and see each other sometimes on a weekly basis. The safety rules, performance rules and driving rules herein are designed to promote entertaining real competition without the overhead of who spent more or overly aggressive driving and contact racing. This is why the “spirit” of the rules is listed and will be referred to when casting judgment. Knowing this available disparity, the *smart* builder or driver should err well within the boundaries of the rules rather than pushing the edges.

Safety

Safety mantra

Driving cars is dangerous.

Racing is even more dangerous, one could get seriously hurt or worse.

If you aren’t prepared to take that risk, racing cars is not for you.

Driver/participant has to accept the responsibility for the risks.

The safety rules below are only the “**Minimum Safety Requirements**”. Each participant is free to add additional safety equipment. Each driver/ participant is responsible to build to the level of safety, above the minimum, they see fit.

Radio communication will be required during race (listen only so we have a comm channel to safety workers)

A full-face, Type SA helmet, Snell SA2005 or newer is required. A HANS or similar racing neck brace or foam racing collar is mandatory for all drivers.

Full SFI 3.2/A- or FIA 8856-2000-certified fire-retardant driving suits must be worn by all drivers at all times while on the track. Suits may be one- or two-piece. Fire-retardant FIA- or SFI-rated socks, racing gloves and shoes are also required.

Roll cage - Full roll cage w/ door bars that meets safety tech review by H2R. Tubing must be 1.5" x .090 DOM as a minimum (Chumpcar.com rules are good reference). Body sheet metal may be removed/ modified as required to accommodate roll cage installation. Ask questions and get guidance prior to building your cage.

The driver's seat pan may be replaced and/or lowered up to 2" or not beyond the lowest point of the OEM frame rails currently under the seat pan (whichever is less). The lateral dimensions of the lowered pan may not extend beyond the base of the seat and/or seat mounts by more than 2" in any direction. The lowered seat pan must be made from .060" steel or thicker and welded to the surrounding sheet metal 100% around its perimeter. The spirit of the lowered seat pan rule is to allow comfortable SAFE seating under the roll cage for taller drivers.

Any 1 piece race seat(s) may be used

5 or 6 point harness

Fuel Cell: A road racing fuel cell may be added provided it is located in the same location as the OEM tank and does not change the center of gravity or weight balance of the car.

Fire Extinguisher: Must be reachable by the driver while strapped in the car (2 1/2lb minimum). The mount must be all metal and strong enough to withstand the extremely high force encountered during a crash, rollover or similar catastrophic load.

Master Switch (Kill Switch): Cars shall be equipped with either an aftermarket master kill switch OR the OEM ignition switch. The outside of the car near the switch must be labeled with minimum 6" lightning bolt.

If an aftermarket master kill switch is installed it shall be in a position easily reachable by the driver when he/she is fully strapped into the racing harness and outside emergency crew.

If the OEM ignition switch is used as the master switch; The OEM ignition switch, wiring, key, lock tumbler assembly and body shall remain unmodified and retained in their OEM location, appearance and operation.

Note: In either case above, the steering column lock must be carefully removed from the OEM assembly and the proper master switch markings need to be on outside of the car.

Securely mounted battery in box or with insulated battery terminals

Any steering wheel and/or quick release assembly may be used.

Tow hooks (front and rear).

Window nets may be added as a competitor elected option.

Minimum (2) working brake lights. Brake lights must be covered with a clear protective film (ie: package tape) to help contain pieces of the lens, if broken.

Numbers shall be at least twelve (12") inches high, with a 1.5 inch stroke. The distance between two (2) numbers shall be at least as wide as the stroke of the numbers. No fancy (unreadable) type fonts. Metallic (reflective) numbers are prohibited. Numbers must be shown on both doors.

Fluid leaks are considered a safety issue. Cars unable to contain their fluids may not be allowed to compete. Catch cans are encouraged .

Drivers

Spirit of the driving rules:

On any part of the track, if you even THINK that there MAY be a portion of another car next to any portion of your car you must give that other car 1 full car's racing room on the hard surface of the track.

If you are the car being given the 1 car space, be aware that this space is unlikely to be "the" racing line and is very likely to be a line with less grip than you may need at full speed.

At H2R contact may happen but rubbing is NOT racing here.

Driving rules:

*The following rules are copied directly from the NASA and SCCA driving rules. They are established, tested rules used for governing drivers of all calibers and classes across the country.

Blocking (Chopping)

A driver may choose to protect his or her line so long as it is not considered blocking. Blocking is defined as two (2) consecutive line changes to “protect his/her line,” and in doing so, impedes the vehicle that is trying to pass with each of the two (2) consecutive movements. Drivers are encouraged to check with the Race Director for a full explanation before the start of the race.

>Just one example of 2 consecutive line changes:

After consecutive laps the lead car chooses a different line down the straight (as protection).

Then, specifically in front of the trailing car, crosses the track to retain the race line used in previous laps to enter the next corner.

Right to the Line

The driver in front has the right to choose any line, so long as not to be considered blocking. The driver attempting to make a pass shall have a **right** (not “the right”) to the line when their front wheel is next to the driver of the other vehicle.

Passing General

The responsibility for the decision to pass another car, and to do it safely, rests with the overtaking driver. The overtaken driver should be aware that he/she is being passed and must not impede the pass by blocking. A driver who does not watch his/her mirrors or who appears to be blocking another car seeking a pass may be black-flagged and/or penalized. The act of passing is initiated (in play) when the trailing car’s (Car A) front bumper overlaps with the lead car’s (Car B) rear bumper. The act of passing is complete when Car A’s rear bumper is ahead of Car B’s front bumper. Once the trailing car has its front wheel next to the driver of the other vehicle, it is considered that the trailing car has the full right to be there. And, that the leading driver must leave the trailing driver enough “racing room”.

“Racing room” at the H2R Challenge is one full car’s width on the hard surface of the track.

“NO PASSING” (Yellow flag or yellow flag radio call) means a pass cannot even be initiated. Any overlap in a NO PASSING area is considered illegal.

Protests

The H2R Challenge series was established to be a wheel to wheel racing opportunity for club members/ friends who enjoy club style racing. As such it should be rare that there would be a need to protest a fellow competitor. Protests filed out of anger and/or not supported by fact, may result the protesting driver being penalized. Any protest must come from an H2R member driver who participated in the race being protested. The protest must be written and specifically detail the infraction. The protest must be delivered to a race official within 15 minutes of the conclusion of the race being protested. H2R staff can identify which H2R members are serving as race officials. The race official(s) will distribute the protest information to all H2R member drivers of the race being protested. The H2R member drivers of the race being protested will meet and vote on the protest and if appropriate, assess a penalty. The driver filing the protest and the driver being protested may briefly describe the incident from their perspective. Neither will stay for any deliberation and they will not vote.

This is a self governing protest process. Only H2R member drivers participating in the protested race will participate in any meetings to discuss the protest and vote on any proposed action. All protests will be finalized on the day of the race.

Cars

Eligible cars must comply with all safety requirements outlined above AND the [class specific performance rules](#) for their class.