



H2R Challenge General Competition Rules

Revision 21 – 3/10/2021

H2R Challenge – The H2R Challenge is a series of sprint races at Harris Hill Raceway. 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.

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 9 Events per season. The Series points will accumulate for the 9 months February through December (no point races in July and August). A series winner for the year will be determined following the December event. Race events will be two 45 minute sprint races (one clockwise and one counterclockwise). Starting position for each race will be determined by the finishing position in the previous race.

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 and spectators. 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.

2021 Championship Points

1. Finish Points

Finish points will be awarded from 1st to 20th place. Points will be awarded as follows.

Place	Points	Place	Points	Place	Points	Place	Points
1	30	6	16	11	10	16	5
2	25	7	14	12	9	17	4
3	22	8	13	13	8	18	3
4	20	9	12	14	7	19	2
5	18	10	11	15	6	20	1

2. Bonus Points

There will be two types of bonus points awarded - Starter Points and Volunteer Points.

Starter Points

Every driver will be awarded a two bonus point (2) for each race start.

Volunteer Points

Every driver who volunteers for a race assignment (flagging, spotting, grid etc) in an event will be awarded two (2) bonus points for each race start on that event. As these series have become more popular, with large grid numbers, the events need more organization. Volunteers are needed in each event and those who step up will be rewarded with Volunteer Points. Drivers only need to volunteer for duty in one race per event to receive the bonus points in both races.

Starter points and Volunteer points will remain even in the event of a DNF. These points would be lost only by a disqualification.

3. Total Race Points

Total Race Points for each race is calculated as the sum of Finish Points plus Bonus Points.

Championship

The Championships will be decided by adding together the top 12 Total Race Points from the 18 race series. In other words the 6 lowest scoring Total Race Points will be discarded in determining the Championship.

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.

Vehicle and Driver Safety Rules

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.

A full-face, Type SA helmet, Snell SA2010 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.

Headlight and side window glass must be removed. Plastic headlight covers may stay. If you claim to be racing a street legal car, you may tape the headlight glass and retain the side windows, with proof of current registration and inspection.

Minimum (2) working brake lights.

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

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

Vehicle Presentation

The H2R Challenge Series is fun and challenging for the participants, but also entertainment for spectators and potential Members. All participating race cars must have the required communication abilities and physical presentation as outlined below.

Windshield banner – All cars racing in the H2R Challenge series must have a H2R Challenge windshield banner. Banners are sold by H2R.

Car numbers – all cars must have a number ball or square panel on both doors which contain the car number. The number ball or square panel must be either white with black numbers or black with white numbers. No other colors are allowed. Numbers must be at least 12” tall, a minimum stroke of 1.5” and non metallic. White cars and black cars may have contrasting numbers without using a number ball or square panel provided the side of the car is all one color. The goal is clear readable numbers. This is not the place to get artistic. Car numbers may be 1 to 3 digits and may **not** begin with zero. Contact the track to select an unassigned number.

Race Car Paint and Body Damage – Racers will be required to repair body and paint damage in a timely manner. All significant damage will need to be repaired and repainted within 2 months of an incident. The H2R Challenge series discourages contact, yet there has been a recent increase in contact, resulting in an overall decline of the race cars’ cosmetic conditions. Starting with the 2021 tech inspection the following will be required – No badly damaged body panels, No missing body parts, All parts properly secured, Replacement panels and repaired areas painted to match.

Competition Transponder – All cars must have a properly installed and functioning transponder in order to score. H2R Challenge specific transponders are available for purchase from H2R.

Radio communication will be required during race. All drivers must have and use a **Raceceiver FD1600+ Fusion Plus** . This will be race controls primary means of communication to the drivers. Previous attempts to allow multiple race radios has made effective communications difficult to impossible.

Track Safety Rules and Enforcement Protocols

STARTING PROCEDURE

Cars will start in reverse order based on the places they finished in the previous race. Any car that did not start or finish in the previous race will start at the back of the grid. The grid will open five minutes before the start of the race. The pace car will lead the field for one or two laps. Once the pace car leaves the track, it is the responsibility of the lead car to carry on the pace of the pace car. Going into the last corner before the start/finish line, lead cars must slow to second gear to allow the rest of the field to catch up and properly form for the start. It will be at the discretion of Race Control as to whether the field is in proper formation. If so, the green flag will be waved, signaling the start of the race. If race control determines the field is not in proper formation, the start of the race will be delayed, and the lead car will lead the field around the track for another lap at pace car speed.

INCIDENT AND MECHANICAL PROBLEM PROTOCOLS

If you are a driver involved in an incident or mechanical problem that renders your car undrivable, pull to the side of the track, if possible, and wait for a tow vehicle. DO NOT get out of your car unless it is on fire or you have been instructed to do so. DO NOT pull off-track, unless you are able to make it to a concrete run-off area.

If you need to be towed back to the pits, you may not re-enter the racetrack until the race is over.

If you are a driver involved in an incident that causes you to leave the racing surface, but your car is still drivable, you are responsible for making a safe re-entry. Drivers MUST wait until there are no approaching cars within 200 feet before re-joining the racing surface. Drivers re-entering the racing surface must not cross the track upon re-entry. Failure to observe these practices may result in a black-flag penalty.

FLAGS

While flag stations will be manned whenever possible, driver radios will be considered the primary means of communication between Race Control and the drivers. All drivers must have a working Raceceiver 1600 Fusion+ one-way radio before being allowed to grid.

-Local Waving Yellow Flag-

Incidents that may cause a Yellow Flag to be deployed include, but are not limited to:

- a car that has spun out on the track
- a car that has gone off track
- a car that is re-entering the track
- a car that is disabled on the track
- a collision between two or more drivers that has left them stopped on track
- dangerous debris or fluids on the track
- A safety or tow vehicle on track

When a racing or safety incident occurs on track, the flagger in the corner stand at or before the incident will wave a Yellow Flag, indicating a Reduced Speed/No Passing Zone.

Generally, the more serious the incident, the more actively the flagger will wave the flag. A verbal notice of a Yellow Flag condition in a particular corner will also be given over the radio.

The Reduced Speed/No Passing Zone starts at a perpendicular line across the track from the waving Yellow Flag and ends at a perpendicular line across the track from the last component of the incident causing the yellow flag. All drivers must slow to and maintain 50% current race speed throughout the Reduced Speed/No Passing Zone.

If a flag stand is not manned, but a Yellow Flag condition is announced the radio, the Reduced Speed/No Passing Zone begins 300 feet before the incident and ends at a perpendicular line across the track from the last component of the incident causing the yellow flag.

If an incident which would normally cause a Yellow Flag condition occurs, and drivers come upon the incident before a Yellow Flag is deployed or announced, those drivers must, upon sight of the incident, immediately abide by all Yellow Flag condition rules until past the incident.

If a driver purposefully passes another car under Yellow Flag conditions, that driver will receive a Black Flag. If a driver accidentally passes another car under Yellow Flag conditions, the driver must immediately wave the passed car by and resume position behind it, or he/she will receive a Black Flag. If a driver feels he/she was passed under Yellow Flag conditions, and the passing driver does not yield the position, the passed driver may notify Race Control after the race. In such cases, it will be up to the race steward's discretion whether the violating driver is penalized or disqualified.

-Local Standing Yellow Flag-

A corner worker may choose to show a standing Yellow Flag if a hazard remains, but is off track, and enough time has passed that all drivers are aware of the hazard. Yellow Flag conditions still exist in such cases, and drivers must abide by all Yellow Flag rules.

-Full Course Yellow- Virtual Safety Car -

From time to time, a severe incident may cause Race Control to announce a Full-Course Yellow condition. An announcement will be made over the radio explaining the location of the incident, and all manned flag stations will display a yellow flag. The lead driver must immediately slow to 30 mph maximum. All other cars must reduce their speed to 50% current race speed until they catch up with the lead driver and form a single file line behind the lead car. Absolutely no passing is allowed. Once the incident is cleared and safety vehicles have exited the track, an announcement will be made over the radio that the track is green and racing can begin again. Alternatively, Race Control may decide to wait until the lead car approaches the Start/Finish line before re-starting the race with a Green Flag and a radio announcement.

-Full Course Yellow- Physical Safety Car-

If Race Control determines it necessary to deploy a physical safety car, the safety car will enter the track and position itself in front of the lead car. All other cars must reduce their speed to 50% current race speed until they catch up to the safety car and form a single file line behind it. Absolutely no passing is allowed. When the safety car exits the track, the pack must keep the same pace and wait until a Green Flag is waved at the Start/Finish flag stand before continuing to race.

-Black Flag-

Race Control may determine a car will receive a Black-Flag based on the following criteria:

- Unsafe driving/racing, putting other drivers and cars at risk
- A driver puts four wheels off course more than twice in the same race
- A driver passes under Yellow Flag Conditions and does not resume his/her correct position
- Significant contact between cars (in such cases, both drivers will receive a Black Flag)
- A mechanical issue with a car that may cause damage or unsafe conditions for other drivers

If Race Control decides to Black Flag a car, it will notify one or more of the corner workers to display the flag and point it at the offending car as it passes by. The car must enter pit lane at the first opportunity and see the track marshal on pit lane to discuss the infraction. If the Black Flag is displayed to the driver three times, either at different flag stations or the same flag station, and the driver does not respond, Race Control will call out the Black Flag and car number on the radio. A driver who ignores Black Flag displays and notifications for three or more laps will receive a DNF for that race and be required to work at a corner station the next opportunity in order to be qualified to race again.

In any given race, a driver's first Black Flag infraction will result in a one minute stop penalty on pit lane. If the same driver receives a second Black Flag in the same race, that driver will receive a two minute stop penalty on pit lane. If the same driver receives a third Black Flag in the same race, that driver will be expelled from the race. If that driver incurs two Black Flags the following race in which he/she participates, whether that race occurs on the same day or on a subsequent race weekend, that driver will be expelled from the race.

-All-Field Black Flag-

If Race Control determines conditions on track warrant the need to bring the entire field back to pit lane, all flag stations will display a Black Flag, and an announcement will be made over the radio declaring an All-Field Black Flag condition. All cars must slow to 50% current

race speed, exit the track at the first opportunity, and line up on pit lane, unless otherwise instructed.

-Red Flag-

If a particularly dangerous or complicated condition exists on track, Race Control may announce Red Flag conditions. Red flags will be displayed at all manned flagging stations, and an announcement will be made over the radio. Unless otherwise instructed, all drivers are to pull to the right side of the track, stop, and wait for further instructions.

SAFETY VEHICLES

If a moving tow or safety vehicle is on track, drivers must wait for someone in the safety vehicle to wave them by before passing. If the track is not under Full-Course Yellow Flag conditions, drivers must decrease their speed to 50% race speed beginning 100 feet before passing the vehicle and continuing 50 feet after passing the vehicle.

If a tow or safety vehicle is parked on or off track, drivers must move to the opposite side of the track and reduce speed to 30 mph maximum 100 feet before passing the vehicle and 50 feet after passing the vehicle, regardless of whether or not safety workers are outside of the vehicle.

Any driver not adhering to the rules above will subject to a Black Flag penalty or expulsion from the race.

CONTACT

The track and race officials reluctantly accept the fact that there may be occasions of slight and unintended contact between cars which should not result in a penalty. If there is contact between two or more cars, and if Race Control determines the contact was significant enough to warrant investigation or inspection of the cars, Race Control will black flag all involved drivers. Criteria include, but are not limited to, contact incidents that result in a car leaving the track, spinning, or losing control. A notice for involved drivers to come into pit lane will be called out over the radio, and flaggers may point black flags at the cars as reinforcement.

While cars involved in a contact incident may or may not be black flagged, if Race Control determines a driver or drivers is/are responsible for causing a collision that results in damage to another car, officials will record one strike to the driver(s) record. If a driver is determined to have caused such a collision twice in one season, that driver will receive a second strike, lose any championship points earned at that days Event and be put on probation. If that driver is determined to have caused a third such collision in the same season, the driver will be prohibited from competing in the H2R Challenge series for the remainder of that season.

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. However, if a driver has a credible grievance against another driver, he or she must first talk with the other driver to see if a resolution is possible. If there are still concerns, the driver may discuss those concerns with an available race official. *At no time may crew members, family members, coaches, etc. get involved in the discussion with race officials.* Protests must be written by the protesting driver and specifically detail the infraction. Protests filed out of anger or not supported by fact may result the protesting driver being penalized. The protest must be delivered to a race official within 30 minutes of the conclusion of the race being protested. H2R staff can identify which H2R members are serving as race officials. Race Officials may consult with the protesting driver, the protested driver, or other drivers from the race in question to gather information before coming to a decision about penalties. All protests will be finalized on the day of the race.

Driving Safety Rules and Definitions

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.