



H2R Challenge General Competition Rules

Revision 18 - 1/27/2019

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 random drawing. The method for determining 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.

Point system

2019 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 Saturday. 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 10 Total Race Points from the 16 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.

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. 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.

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.

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.

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

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.

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.

Infraction protocols

Any contact that results in a car leaving the track, spinning or losing control will be considered a “black flag” incident for all cars involved. The track reluctantly accepts the fact that there may be occasions when there is slight inadvertent contact which should not result in a penalty. The final decision on black flags lies with the incident director Rod Metz who may call a black flag depending on the severity of the contact even if no car loses control or leaves the track. The black flag will be communicated via the driver radios

A driver who accumulates 3 contact black flags will disqualify themselves from partaking in the next race. When they resume racing they will carry one black flag forward. Two more black flags will result in a further race disqualification and when they resume after that they will carry two black flags forward. If they add another black flag after that they will have to sit down with the track and race officials to determine whether or not they will be allowed to partake in the rest of the series.

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.