



# H2R Challenge Competition Rules

January 2026

## Introduction to the H2R Challenge Series

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### Purpose & Philosophy

The H2R Challenge Series is an exclusive race series for Harris Hill Raceway members who want real, wheel-to-wheel competition without losing sight of what makes H2R special: community, respect, and craftsmanship.

This is sprint racing at your home track, designed to reward driving skill, consistency, and racecraft rather than budget or brute horsepower. The cars we race are intentionally constrained to remain affordable to own, maintain, and improve over time, keeping the emphasis where it belongs, on the driver.

Harris Hill Raceway is first and foremost a member-driven club. We race with people we know, trust, and see regularly. The Challenge Series exists to deliver close, entertaining competition while preserving the cooperative, respectful culture that defines h2R. This is not contact racing, and it is not a place for rule-bending or ego-driven behavior.

### Expectations of Competitors

Participation in the H2R Challenge Series carries an expectation of maturity, sportsmanship, and personal accountability.

- All competitors are expected to understand, accept, and embrace both the letter and the spirit of the rules.
- Decisions on track, in the paddock, and in car preparation should always err within the boundaries of the rules, prioritizing safety and respect above competitive advantage.

## Governance & Authority

The H2R Challenge Series is administered by Harris Hill Raceway management and staff, with critical support from experienced member volunteers.

- All rules interpretation, enforcement, safety decisions, and race administration are handled by H2R Staff and designated officials.
- Harris Hill Raceway management retains final authority on all matters related to the Challenge Series.
- Race operations during an event are under the sole control of H2R staff and designated officials.

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 using the official protest process as detailed below. Interference may result in the driver being disqualified.

## Race Format

The series consists of 18 races over 9 race days per year. Races are typically held on the 3rd Saturday of each month in February, March, April, May, June, September, October, November, and December. A series winner for the year will be determined following the December event based on points accumulated that season. Race days will usually consist of two 45-minute sprint races (one clockwise and one counterclockwise).

**Race Day Schedule** – This may be adjusted due to excessive heat or inclement weather

- 9:30 – Driver's Meeting and Grid Sign-In in Clubhouse
- 9:55 – Grid Opens for First Race
- 10:00 – First 45-Minute Race Begins
- 11:30 – Complimentary Lunch is served for all members and guests
- 12:55 – Grid Opens for Second Race
- 1:00 – Second 45-Minute Race Begins

## Race Classes

Our race classes, Miata Classic, Miata Lite, and Porsche 914, are designed to pair similar cars and similar drivers, so 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.

Drivers whose cars do not meet the class specific performance rules, which are detailed both here and in separate, class-specific documents, may or may not be allowed to race but will not be scored or earn points for the event or series. This will be up to the discretion of track management.

### Race Fee

Drivers must pay an annual fee of \$675 to race during the season. By participating in their first H2R Challenge Race of the year, racers give us permission to charge their card on file for the annual fee.

If a driver joins the series after the summer break and races in September or later, their racer fee for that season will be reduced to \$337.50.

## General Safety Rules and Driver Rules of Behavior

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**Safety First!** Our primary concern and the fundamental motivation for most of the rules described in this document is to promote safety for everyone involved in racing – drivers, staff, safety personnel, volunteers and spectators. ***At all times, the behavior exhibited by all racers should clearly demonstrate a full commitment to this principle.*** Drivers who drive in a reckless or dangerous manner will be made ineligible for further racing. The term of this ineligibility will vary and be determined by Harris Hill management.

There are three mechanisms utilized at Harris Hill raceway that enhance control and safety for all drivers. These three are physical flag stations, the Flagtronics in-car control and communication system, and in-helmet radios. It is imperative that all drivers maintain awareness and focus on all three. To do this successfully implies that drivers race at a level of speed that allows them to reserve attention on these mechanisms. ***If you are driving at a speed that requires your undivided full focus on car operation at the expense of awareness of race control then you are driving too fast.*** All drivers must ensure that they are fully aware of flag station flag operations, Flagtronics indicators, and radio transmissions at all times.

### Driving Safety Rules

The spirit of the driving rules at the H2R challenge is that all racers should have a fun and safe racing experience. 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 optimal racing line and is very likely to be a line with less grip than you may need at full speed.

## Contact

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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.

One example of 2 consecutive line changes would be that after consecutive laps the lead car chooses a different line down the straight (as protection) and 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 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 at a flag station or Flagtronics or yellow flag radio call means a pass cannot even be initiated. Any overlap in a NO PASSING area is considered illegal.

## Vehicle Safety Rules and Requirements

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The safety rules below are the minimum safety requirement. Each driver/participant is responsible to build to this level of safety, and certainly is free to add additional safety equipment above the minimum as they see fit. Eligible cars must comply with all safety requirements outlined here AND those contained in the class specific performance rules for their class which are published in a separate document. Please ensure that you consult the relevant document for your class.

To become eligible to race each season, a car must pass a full tech inspection by H2R staff and designated officials. At the beginning of each season, tech days will be held when drivers can have their cars teched. If a driver isn't able to make those scheduled tech days, they'll need to make arrangements with H2R staff. **Because these tech inspections take time, we do not allow for last minute tech inspections. To be able to race, a car must have been teched by no later than the end of the day on the Wednesday before the race.**

Good builders will be familiar with these rules. Harris Hill has many qualified builders to ask questions of before you build or buy something that is not legal. There will be zero tolerance or exceptions to any of the rules described here.

### Drivers Equipment

A full-face, Type SA helmet, Snell SA2015 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.

### Cabin Safety

Full roll cage with 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. Five- or Six-point seat harness is required and must be in perfect working condition.

## On-Board Fire Suppression

We require an on-board fire suppression system that complies with the following specifications:

- 3-liter capacity
- 4 nozzles (2 driver, 2 engine bay)
- 2 pull cables (1 driver, 1 first responder)

One example system that is in compliance with our spec, provided here simply for reference, is the [Lifeline Zero 2020 3-liter system](#).

## Additional Safety Measures

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.

Insure there is a 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 are required. Window nets may be added.

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. You must have a minimum of TWO (2) working brake lights.

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.

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

Cameras are not required in-car, but are highly recommended.

## Communications

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### In-Car Flagtronics Unit

To enhance the safety for everyone and to improve race control and our racing experience, Harris Hill has invested, at considerable cost, in a full course Flagtronics system, a track-wide flagging system. This system will increase safety and race awareness both inside and outside the vehicle.

A Flagtronics device must be installed and fully operational in order to participate in a race. It is the driver's responsibility to obtain and properly mount this device inside their car.

Note: Devices can be purchased directly from the Flagtronics website. Purchase them at <https://flagtronics.com/apps/bundles/bundle/128832>

Please review the information in the Safety Rules section that follows for additional details on Flagtronics operations and how it will be impact our racing activities.

### Raceceiver

Radio communication will be required. All drivers must have a working Raceceiver FD1600+ Fusion Plus in order to participate in a race.

Drivers will receive important information from race officials through their Raceceiver including:

- Grid spots
- Track conditions such as a yellow flag or Code 35
- Information and updates about safety vehicles, towing, etc
- **When the leader has taken the white and checkered flags**

### Competition Transponder

All cars must have a properly installed and functioning transponder in order to participate and be scored. Speak to H2R staff if you need to purchase a transponder. We use a Westhold timing system.

**Drivers are responsible for ensuring their transponder is charged and appropriately attached to the car before each race. Without a working transponder, a car will not be scored during the race.**

# Track Safety Rules and Enforcement Protocols

**The Harris Hill Challenge series is a Safety-First series! Any driver not adhering to the rules above will subject to a Black Flag penalty, expulsion from the race, or any disciplinary action deemed appropriate by track management.**

## Safety Vehicles

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If tow or safety vehicles are on track, the track will be under a full course yellow or Code 35 condition. Stay observant to flag conditions and always take absolute care and consideration whenever approaching a tow or safety vehicle parked on or off track, regardless of whether or not safety workers are outside of the vehicle. Slow down and safely move to the opposite side of the track. There will be zero tolerance for any violations of this critical safety policy and violators harsh penalties including prolonged suspension or complete revocation of racing privileges.

## Incident and Mechanical Problem Protocols

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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 have a responsibility to wait until there are no cars approaching or near their re-entry position 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 will result in a black-flag penalty.

## Flag Rules

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Flags will be displayed at manned stations by flaggers as well as on the Flagtronics sign boards whenever possible and will be indicated in-car using the Flagtronics system. In most situations the flags will be the same in both systems. **DRIVERS MUST ADHERE TO THE MOST CAUTIOUS FLAG ON DISPLAY.** For example, if there is a yellow flag in a manned flag station but not indicated on Flagtronics, it must be obeyed as a yellow. If there is a yellow indicator on Flagtronics but not in a flag station, it must be obeyed as a yellow.

In addition, driver radios will be used as a means of communication between Race Control and the drivers.

Below are summarized standard Flag rules all drivers must obey.

### 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. Flagtronics will display a flashing yellow light. A verbal notice of a Yellow Flag condition in a particular corner may 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 indicated on Flagtronics or 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 & Code 35

The Flagtronics system gives us some very special capabilities which we will take advantage of. In situations where race officials must recover a vehicle on track, or similar, we will use a Code 35 flag condition.

The manned-flag stations and Flagtronics will first display a full-course yellow, then a few seconds later all flag stations and in-car Flagtronics unit will show a purple Code 35 flag condition. Upon seeing the full course yellow, drivers will begin to slow. Upon seeing the Code 35, drivers will safely and expeditiously decrease their speed to 35 miles per hour. This means everyone should maintain their exact position on the race course, keeping the distance to the car in front of them the same. You will not catch up to the driver in front of you and reform a single pack of cars. You will maintain your position in the race.

The in-car Flagtronics unit will show a static purple screen with "35." If you exceed 35 mph, it will begin to flash. That is your signal to slow down. If you drive excessively faster than 35, the system will show "SLO."

In cars without accurate speedometers, please make an effort to drive as close to 35 mph as possible to not cause a train. Use the flashing of the unit over 35 mph to help find your pace.

Once the incident is cleared and safety vehicles have exited the track, Flagtronics will go green, manned flag stations will drop their yellows, and an announcement will be made over the radio that the track is green and racing can resume.

## 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 a total of 8 wheels off in the same race (a significant loss of control on track may count for up to four wheels off at Race Officials' Discretion)
- 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 first be displayed on that car's in-car Flagtronics unit. It is the driver's responsibility to safely enter pit lane at their first opportunity to see the track marshall and serve their penalty, if necessary. If the driver does not come in at their first opportunity, the black flag will also be called over the in-car radio. If the driver still does not enter pit lane, we will follow up with black flags at flag stations. Failure to enter pit lane at their earliest, safe opportunity may lead to additional penalties incurred.

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. The stop penalty minutes will be for green active driving time. If drivers come in for black flag infractions under full course yellow they should understand that the penalty timer does not start until the race track is green.

If the same driver receives a third Black Flag in the same race, that driver will be expelled from the race and will need to meet with H2R management to discuss the circumstances, and face possible suspension for one or more races at the discretion of management.

If a driver meets the criteria to require a Black Flag but there is not time in the race for the driver to complete the penalty in pit-lane before the checkered flag, the car will not be Black Flagged during the race, but will instead earn a 1 minute and 30 second penalty that will be applied to their time in that 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 safely pull to the right side of the track, stop in sight of a corner station, and wait for further instructions.

## Starting Procedure

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New for 2026: Starting Order will be separated by class. The top 7 finishers of each class will be inverted from the previous race's finishing order. The order will be as follows:

- Miata Classic
  - Top 7 racers inverted
  - Remaining racers in finishing order
- Porsche 914
  - Top 7 racers inverted
  - Remaining racers in finishing order
- Miata Lite
  - Top 7 racers inverted
  - Remaining racers in finishing order

For each class, the top 7 cars from the previous race will start in the top 7 grid positions in reverse order. Specifically, the 7<sup>th</sup> place finisher will start in Grid position 1, 6<sup>th</sup> place finisher will start in grid position 2, 5<sup>th</sup> place will start 3<sup>rd</sup>, and continue up to the 1<sup>st</sup> place finisher starting in the #7 grid position.

Following these 7 cars, the remainder of the cars in that class starting with grid position 8 will be in previous race finish order – 8<sup>th</sup> start in position 8, 9<sup>th</sup> starts in position 9, etc.

Any cars that started the previous race and did not finish (DNF) will grid after all those in their class who completed the race. Cars that did not participate in the previous race will grid after all the DNF cars in their class. Drivers may always request to grid at the back of their respective class or, if they wish, at the very back of the grid.

If a car is being shared by multiple drivers, its grid position is determined based on that driver's racing. Grid position cannot be inherited from the previous driver. For example: If Driver A drives the car in Race 1, for Race 2, Driver B will grid at the back of grid with any other drivers who did not compete in the previous race. It is imperative that drivers of shared cars note on the sign-in sheet who will be driving in each race.

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 and indicated on the Flagtronics unit, 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.

## Vehicle Presentation

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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.

All cars racing in the H2R Challenge series must have a H2R Challenge windshield banner. Banners are available from H2R staff. All cars must have high contrasting digits easily discernible by race control (clearly readable by race control while parked on turn 6). As guidelines, numbers should be at least 10" tall with a minimum stroke of 1.5". The objective is clear, readable numbers. Car numbers may be 1 to 3 digits and may **not** begin with zero. Contact the track to select an unassigned number.

All race cars should be clean, well painted, and without any significant body damage.:

- No badly damaged body panels
- No missing body parts
- All parts properly secured
- Replacement panels and repaired areas painted to match

Racers are required to repair body and paint damage in a timely manner. All significant damage must be repaired and repainted within 2 months of an incident.

The determination of what qualifies as an acceptable level of presentation is at the discretion of track management.

## Contact

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Please avoid 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, using Flagtronics, and station 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 day's 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.

## Weigh-Ins

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From time to time, Race Officials may hold surprise weigh-ins. Often held immediately after a race. If a car is found to be underweight, it will be disqualified from earning points in that race and must show an adequate fix to race officials before being eligible for points again.

Weigh-ins will be held on H2R's set of scales, which will be available during tech days and at the track by appointment if you need to check your car's weight.

## Impound

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After any race, Race Officials have the right to impound any cars in the field they choose. The driver of a car being impounded will be alerted before leaving pit lane after finishing a race and should proceed directly to the impound area. During impound, Race Officials will examine cars, which may include weighing, and dyno testing. Drivers, coaches, friends, family, etc. are not allowed in the area during Impound.

If the car is found to violate horsepower or weight specs, the car is disqualified from earning points in races that day **and is not eligible to race again until the driver can show it is back in compliance, as confirmed by Race-Rite, our on-site mechanic partner.**

Any non-spec parts discovered by Race Officials during Impound may result in the car being disqualified for gaining points from any races that day. The driver may be allowed to continue racing at Officials' discretion but must show a spec replacement to Race Officials before being eligible to gain points again.

On-site dyno testing is available by appointment and for a fee for any drivers who'd like to have their cars tested. To make an appointment, contact Patrick at Race-Rite at [Patrick@race-rite.com](mailto:Patrick@race-rite.com).

## Protests

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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.

## Miata Classic & Miata Lite Classes

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Our Miata racing is divided into two classes. In general, Miata Classic is designed for experienced racers, while Miata Lite is a class for new racers, those who are building their skills, or our more recreational racers.

New racers who join the series with a Miata will go in Miata Lite if they are new to track driving or wheel-to-wheel racing. New racers joining the series with more experience may be classed directly into Miata Classic, to be determined based on the individual driver's experience, on-track awareness and skill.

Miata Lite drivers can move to Miata Classic when they believe they are ready and can make the move at any time during the season by telling race officials before their first race in their new class. Miata Classic drivers cannot move to Miata Lite without express permission from Race Officials. Any drivers moving from Classic to Lite or vice versa will not be able to transfer points, so moves are encouraged in between the December and February races.

Class stickers will be displayed on the Miatas front and rear bumpers to differentiate the classes on track. Cars in Lite will have a green circle, while cars in classic will have an orange circle. You can get these from us in the office.

## Miata Lite – 1:33 Rule

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Any racer in Miata Lite that runs a sub 1:33:00 lap time during a race will get a DNF for that race. This will not affect their classing, and they will continue to run in Miata Lite until they choose to move to Miata Classic.

We encourage drivers that anticipate running these times consistently to make the move to Classic.

# 2026 Championship Points

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## Points Scoring System

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

## Season Points Championship

The Season Championships will be decided by adding together the top 12 Finish Points.