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Handicapped Pro Racing (HPR) Rules

These rules supplement the NASA Club Codes and Regulations (CCR). All CCR rules apply unless superseded by this document. These supplements also supersede all previous HPR rules

HPR Purpose

To provide a competition venue for almost any car where everyone is equalized by the handicapping system as well as possible.

Handicapped Race

The HPR is based on the competitor's dial-in time. Each competitor shall provide timing and scoring with a dial-in time at the scheduled time. If no time slip is turned in by the deadline, the car shall start after the last dialed-in car. If more than one car falls in this category, the Race Director shall pick the starting order.

Drivers' Meeting

The drivers must be aware of the schedule. Attendance is mandatory.

Licensing

Drivers must have a valid TrackTime HPR license. The current fee for the annual license is \$25.

Driver Responsibility

Drivers are expected to know these rules, as well as, the rules outlined in the NASA CCR. No driver or crew shall be allowed in the timing and scoring building during any race or qualifying.

Race Length

The race length shall be 10 laps unless otherwise noted.

Race Format

Each race will be handicapped. Starting times will be based on the competitor's dial-in time (defined elsewhere).

Dial-In Time

The dial-in time determines the car's starting time. Cars will grid in reverse order based on the dial-in time. Cars will be started from the hot pits in timed intervals from slowest to fastest. There may be a limit imposed on dial-in times whereas a very fast time or a very slow time may not be accepted.

Starting Time

Your starting time is calculated by the difference between your dial-in time and the other drivers' dial-in times. Example: Bob dials in 2:00. Dan dials in 2:01. Dan would get a 10 second (1 second x 10 laps) head start in a 10 lap race.

Finish Line

The start/finish line marks the official start and stop points for the race. The checkered flag may or may not be exactly at the line. It is up to the competitor to know the exact location of the finish line.

Intentional Slowing

Intentional slowing to prevent breaking out is dangerous and not consistent with the spirit of HPR and could result in disqualification or loss of position.

Break Out

You will break out if the average of your race lap times is faster than your dial-in time minus the "fudge factor." Your official finishing position will be moved behind other cars that did not break out. Any number of laps will be measured. Details at the drivers' meeting.

Wet Dial-In Time

If conditions warrant, drivers may turn in two dial times: a wet and a dry. The Race Director shall, prior to pre-grid, announce the race as being a dry or a wet race choosing the appropriate dial-in times. It is the drivers' responsibility to find out if the race is deemed a dry race or a wet race.

Fudge Factor

The Race Director shall pick a "fudge factor" before the pre-grid. The factor will be between 0 and 2 seconds subtracted from each competitor's dial-in time. The factor chosen will be the same for all drivers. The purpose of the "fudge factor" is to allow a slight margin for error. The factor need not be a whole number (i.e. it may be 0.4 sec.).

Pit Stops

If the car has to stop in the pits during the race, it will not be allowed back on the track. This does not include black flags or mechanical black flags. Re-entry time will be at the discretion of the starter.

Grid

You must grid your car by the specified time. Car numbers will be posted on the pit wall. Park your car by your car number. Cars or drivers that arrive late on grid may not be allowed to start.

Starting on Grid

Vehicles must be capable of starting under their own power. (This means no push starting on grid.)

Warm Up Lap

There may be a one lap warm up lap before the race. Cars shall drive back into the hot pits and re-grid in the original position.

Start

Your car must be properly gridded before the start of the race. Starts will be single file, standing start. Cars with identical dial-in times may start the race side by side at the discretion of the Race Director. The order of the start between identically dialed-in cars shall be picked by the Race Director.

Red Flags/Full Course Yellow Flags

A restart may occur when a red flag or full course yellow is brought out. In case of a restart all cars pull into their original starting stalls, in the original order in the pre-grid area. The race may be restarted in the original order. The restart race could be shortened in which case the starting order will be adjusted accordingly. If less than half of the laps are remaining, the race may be deemed a full race and the finishing order will be based on the drivers that average closest to their dial in time instead of crossing finish line order. In such a case, cars that break out will still be disqualified.

Off Track Excursions-Mechanical. If a driver goes off the track with a mechanical problem, the driver must remain in the car with all safety gear on (i.e. seat belts and helmet) until the safety truck arrives. The driver may exit the vehicle if remaining in the vehicle would be more hazardous (i.e. fire). No crew or official shall work on the car without the presence of the safety truck. An official may move the car to a safe location if warranted. The driver may restart and continue, if possible, before the arrival of the safety truck.

Off Track Excursions-Driver error. If a driver puts four wheels off the course during the race, he will be put in last place. A spin will also result in a last place finish. A second offense during the same race shall result in a black flag and disqualification.

Safety Equipment-Driver

The driver must use appropriate safety gear to protect themselves in case of accidents. Drivers are encouraged to use as much CCR compliant personal and vehicle safety equipment as possible. All safety equipment must meet the requirements set in the *NASA Club Codes and Regulations*.

Communications and Timing Equipment

No in car radios are allowed. No race dashes, watches, clocks, timers, etc. are allowed during the race. Pit boards are the only form of communications allowed between the crew and the driver while on track during the race. Any such device that cannot be removed from the car must have tape covering it or the clock portion of it.

Placement

Places shall be awarded in order of finish for the cars that did NOT break out (run faster than they said they would). The breakout/dial-In system was designed to handicap all cars. See red flag/full course yellow rules for shortened races.

Race Awards and Prize Money

Every race the top three finishers are paid \$200, \$100, and \$50, respectively.

Definitions

DNF. A driver who does not complete at least half of the distance that the winner has traveled. DNF shall receive finishing position points.

DNS. A driver who did not cross the start line at least once. DNS receives no points.

Season Points

At each race, points will be awarded as follows:

1st	100	6th	70
2nd	90	7th	69
3rd	85	8th	68
4th	80	9th	67
5th	75	10th-lower	66....

Break out=0 (base points only)

Each starter will also receive base points in each race. The base points is equal to the number of starters. For example, if 10 cars start the race, every starter will earn 10 extra points.