



Pony Express Bracket Endurance Race Rulebook

Version 2020.2.0

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Changes from previous version 2020.1.1 are in RED

Mission

The intent of this race series is very simple – to provide amateur racers a place to have fun and compete under a format that is unlike most any other series. It is a place where drivers can team up to compete in an endurance race but because each driver drives THEIR OWN CAR they can do it without having to put their own car through the rigors of a full endurance race and the risk of having others drive it, and without the need for large crews, expensive tools and fancy fueling rigs for fast pit stops. Lastly, it's a place where the rules are easy to follow and “cheating” or “pocket book racing” are rendered obsolete.

Please note that the first item revolves around having fun. This is not intended to be cutthroat competition, if that's your style please find somewhere else to race.

As this is a new endeavor, this rule set will most likely not cover every possible problem, situation, complaint, etc. The final authority regarding any interpretation or enforcement of rules, any penalties assessed or virtually any other decision will rest solely with the designated Race Director for that event. Decisions made by the Race Director are not subject to negotiation, appeal, interpretation, etc.

Section A – Race Format and Procedures

1. Each event will consist of a single 9-hour race session. The race clock will start when the green flag is displayed to the field. The checkered flag will be displayed to the lead car on the first pass after a full 9 hours has elapsed. The race clock will not stop for full course yellow conditions. At the discretion of the Race Director the race clock MAY be stopped for some or all of any time spent under red flag conditions.
2. The starting grid will be determined first by bracket with the faster brackets starting ahead of the slower brackets. Within each bracket teams will be gridded according to the time/date of registration.
3. Each team will consist of a minimum of two cars and two drivers. Each team can have no more than six transponders (due to limitations of the scoring software). If you have a battery powered transponder that can be moved from car to car, or if you are able/willing to move hard wired transponders from car to car, then you can have as many cars as you like.



4. Only one car/driver from each team may be on the track at any given time.
5. Within a reasonable amount of time (no more than 10 minutes) of when your team expects the current driver on the track to end their stint and pit, your team may stage the next driver in their car on hot pit lane by entering the hot pit lane through the west entrance. That passing of the outgoing car across the pit lane timing loop will be manually deleted.
6. The team car getting ready to go out must remain stationary on the left side of the hot pit lane until the team car exiting the track has passed. The car going out may then proceed down the hot pit lane and enter the track. The team car exiting the track must exit the hot pit lane on the east end and go into the paddock.

Section B – Drivers

1. Driver Eligibility: Regardless of current or previous credentials ALL eligibility is at the discretion of the Race Director. Any of the following are generally accepted as sufficient racing credentials, but nothing is a guarantee you will be allowed to compete:
 - a. A CURRENT racing license issued by SCCA, NASA, BMWCCA, PCA, RMVR, WRL,NARRA, etc. Credentials from other organizations may be accepted.
 - b. FIA, IMSA or other professional sanctioning body license.
 - c. License from a recognized motorcycle road racing organization (MRA, AMA, CMRA, etc.)
 - d. HPDE advanced status: Instructor, solo or open passing qualification. Requires a letter of recommendation from senior staff in the organization.
 - e. Recent completion of other nationally recognized racing schools (Bondurant, Barber, etc.)
 - f. Budget/entry-level (Chump/Champ, LeMons, etc.): 8 hours or more of seat time, with proof of races. Requires a letter of recommendation from senior staff in the organization.
 - g. Minors: must submit a racing resume, have a signed parental consent and minor waiver form on file, and a parent or legal guardian must be present at the event.
 - h. Probation: Drivers currently on probation with another series must notify the Race Director of such probation.
 - i. Credentials: Each driver will be required to present their credentials at registration before being issued a driver's wristband. **If you fall into categories d-h above it is strongly recommended that you get your credentials cleared with the Race Director at least two weeks prior to the race.**
 - j. Novice Drivers: Drivers without the required wheel-to-wheel experience, or written series approval meeting one of the above conditions will not be allowed to race.



Section C – Driver Safety

1. Personal safety gear: All drivers must wear the specified protective gear.
 - a. Helmet: Full-face with visor (face shield). No apparent structural damage. Rated Snell SA/SAH-2010, 2015 or 2020 for drivers.
 - b. Suit: Fire retardant racing suit rated FIA 8856-2000 (or later), or SFI 3.2A/5, or higher. SFI 3.2A/1 suits may be worn with SFI 3.3 rated underwear top and bottom. The suit must be in good condition - no holes, oil stains, etc.
 - c. Nomex Balaclava: Required if driver has facial hair or head hair that protrudes 1" or more from helmet.
 - d. Gloves and Shoes: FIA or SFI rated gloves & shoes are required for all drivers. NO HOLES!
 - e. Socks: SFI 3.3 rated socks are required for all drivers.
 - f. Neck Protection: Drivers must wear a FIA 8858 or SFI 38.1 rated Head and Neck device and must carry an in-date certification.

Section D - Vehicles

1. CAR ELIGIBILITY
 - a. Most mass-produced passenger cars intended for North America are eligible. Some purpose-built race cars may also be eligible for competition.
 - b. All cars must have documentation to show that they have passed inspection by a recognized racing organization (SCCA, NASA, PCA, RMVR, WRL, etc). A current log book is the preferred method of documentation. If you cannot provide documentation your car will need to be inspected by an HPR designated official prior to competing.
2. SAFETY REQUIREMENTS: The following are the minimum safety requirements. All safety equipment must be properly installed and in good condition. Anything deemed unsafe by officials may prevent you from racing.
 - a. ROLL CAGE: A full roll cage is required, equivalent to those generally required by SCCA, NASA, WRL, LeMons, and others.
 - b. FIRE SUPPRESSION: At a minimum, each car will carry a fully charged 2.25lb fire extinguisher rated B:C, mounted in the cockpit in plain view using a metal mounting system with a quick-release. No plastic allowed.

A properly installed fire suppression system of at least 2.3 liters capacity is recommended for all cars and is required on any car with a fuel cell. Any car with a fuel cell must have fire nozzles pointed towards fuel cell plate and fuel fill entry if located away from plate. All systems shall have a nozzle pointed towards the driver and fuel rail areas. Electrically operated fire systems must be direct wired to the



- battery. "Circle E" extinguisher decal shall be displayed on the exterior of the car to indicate the general location/access to the fire bottle/trigger.
- c. MASTER SWITCH: Switch location is open if it can be easily located and deactivated by the driver, crew member, or safety worker. The switch must isolate the battery from all circuits and must interrupt the ignition circuit. Positive terminals of the battery and switch must be insulated. A "Master Switch" decal with the universal "lightning bolt" and the word "OFF" must be displayed on the exterior as near the switch as possible.
 - d. BATTERY: The battery shall be properly secured with a clamp or hold down. Ratchet straps and camlock straps are not permitted. The positive terminal must be insulated. If mounted in the cockpit, batteries other than AGM or LiFePO4 must be enclosed in a battery box (Marine style or similar).
 - e. HARNESS: 5, 6, or 7-point racing harnesses with current FIA or SFI rating are required to be installed and used per manufacturer specifications. Webbing must not be stretched, cut, frayed, or deteriorated from weather. Sub belts and lap belts must be attached to structural members or bolted through the floor with 3" Dia. (minimum) backing washers or plates. Shoulder straps shall be properly secured to harness bar.
 - f. WINDOW NET: Must be installed so that driver's head or arm cannot extend outside the plane of the driver's window while seated. Net must be secured to the cage and must be easily removed at the top using a quick release system. Do not attach window net to the door. Arm restraints are an approved alternative and are required for open-top/convertibles.
 - g. SEAT: One-piece seat with a rigid shell, designed specifically for auto racing is required. The seat must be securely mounted at a minimum of four points at the base. If bolting through the floor, 3" Dia. (min) washers or backing plates are required. Seats that don't have a current FIA rating must have a seat back brace installed if the seat back will be more than 3" from the harness bar for any driver. Back brace can be adjustable and must not present a risk to the driver by its design or installation.
 - h. OEM SAFETY: Ignition and steering locks shall be disabled. Airbags shall be removed.
 - i. MIRRORS: One functional side view mirror on each side of the car and one interior rearview are required.
3. GENERAL REQUIREMENTS:
- a. TOW HOOKS: **Shall be installed securely on the front and rear of all vehicles, easily visible and accessible by the tow truck driver without having to bend or kneel in order to search for it.**
 - b. CHASSIS: Shall be structurally sound. All body panels must be in place and attached securely.
 - c. GLASS: Front windshields must be the OEM glass (laminated or tempered) or polycarbonate/lexan. Rear glass must be the OEM glass (laminated or tempered) or polycarbonate/lexan, or can be removed. Front door windows will be removed or fully



- down during the race (OE prepared race cars with fixed door windows may be allowed at the discretion of the Race Director). Windshields should be free of large cracks or damage that could compromise its integrity. Windshields that sustain minor damage may be allowed at the discretion of the Race Director. Cars that sustain windshield damage that compromises its ability to protect the driver may not be allowed to continue.
- d. EXHAUST: Shall be secure, leak-free and exit behind the main hoop of the roll cage. There is no official sound limit at HPR but cars deemed by the workers or the Race Director to be obnoxiously loud may not be allowed to continue.
 - e. FUEL TANKS AND LINES: For anything related to fuel storage, plumbing, etc, the Race Director reserves the right to make the final determination on what is a proper and safe installation, regardless of what other organizations' inspections the vehicle has passed. Fuel cells are allowed if properly installed and maintained. Fuel, brake, or oil lines passing through the passenger compartment must be rigid metal tubing or steel-braid armored with properly installed AN fittings free of damage, kinks or leaks. OEM fuel tanks are preferred. Fuel cells must be designed for automotive use, consist of a deformable bladder or rotary-molded plastic vessel with a metallic enclosure and be manufactured by recognized manufacturers. Cell must be properly protected, plumbed and vented.
 - f. FIREWALLS: Must be present between the fuel cell/fuel tank/fuel filler neck and the driver, and between the engine and driver. Any holes or gaps 1/4" Dia. or larger must be closed or sealed.
 - g. LIGHTING: Cars must have at least two BRIGHT functional red brake lights, and at least one BRIGHT red, rear marker/rain light. Marker/rain light(s) can be the OEM running (parking) lights. Headlights are not required.
 - h. CAR NUMBERS: Numbers must be 8" or taller required on both doors. All numbers must be high contrast and clearly legible for track workers. Illegible numbers will not be allowed on track.
 - i. ANY existing one, two or three-digit number can be displayed on the doors of the car and do not have to match the numbers on your teammates cars. These numbers will only be used for the purposes of identification by the corner workers and multiple cars displaying the same number will be allowed.
 - ii. HPR will assign each team a unique number for the purpose of scoring, and will provide vinyl numbers to be displayed at the top center of the windshield of all cars on your team.
 - i. TRANSPONDERS: Teams are responsible for providing their own MyLaps Transponder ON EACH CAR, and for providing an accurate transponder number FOR EACH CAR to HPR at registration. If desired, you may use a single, rechargeable transponder for the team and move it from car to car on the hot pit lane. You may use a combination of hardwired transponders on some cars and a battery transponder moved between other cars on the same team, but each team can have a maximum of six transponders per Section A.2. Mount the transponder as



low to the ground as possible with an unobstructed view of the track below. Do not mount near heat sources. NOTE: HPR is not responsible for any fault, misapplication or failure of transponders. Laps missed due to transponder failure will not be credited back under any circumstance. Transponders may be checked during Friday practice if available.

4. PERFORMANCE MODIFICATIONS: “Run whatcha brung!” This is the beauty of bracket racing, you can run virtually any modifications, tires, fuels, etc. that you want. The only rules are that you stay within your bracket!

Section E - Race Brackets

1. Each team must register for a single bracket. All cars on your team must adhere to the same “breakout” lap time. It is to your advantage to choose teammates with cars and skills such that they run lap times similar to yours. If you have a large speed disparity between cars on your team choose the bracket appropriate for the fastest car/driver.
2. The race brackets are based on the number of whole laps completed per hour and are as follows:

<u>Bracket</u>	<u>Laps per hour</u>	<u>Breakout Lap Time</u>	<u>Race Length in Hours</u>	<u>Total Laps</u>	<u>Starting Lap Count</u>
A	32	1:52.500	9	288	0
B	31	1:56.129	9	279	9
C	30	2:00.000	9	270	18
D	29	2:04.138	9	261	27
E	28	2:08.571	9	252	36
F	27	2:13.333	9	243	45
G	26	2:18.462	9	234	54
H	25	2:24.000	9	225	63
I	24	2:30.000	9	216	72
J	23	2:36.522	9	207	81

3. The column labeled “Starting Lap Count” represents the lap count that your team will have at the green flag.
4. The column labeled “Breakout Lap Time” is the minimum time that anyone on your team is allowed to achieve.
5. **NO PREDICTIVE OR GPS BASED LAP TIMERS MAY BE USED!** ALL systems that serve as engine monitoring gauges that also have integrated timing (Motec, Aim etc.) must have their GPS antennas either unplugged/removed or thoroughly wrapped in foil to render them inoperable and the part of the screen where predictive times are displayed must be obscured. No standalone GPS timing systems or additional phones, tablets, etc. are



- allowed in the car. **Any driver found to be using a predictive or GPS based lap timer will have their entire team disqualified.**
6. Beacon style timing systems that do nothing but show the driver a lap time after the lap is completed are allowed, but they must be triggered by a trackside beacon and not be GPS based.
 7. Any driver that is observed to be braking or otherwise slowing just prior to start/finish in an attempt to avoid breaking out will be disqualified.
 8. Any driver that turns a lap faster than the minimum time allowed for their bracket is deemed to have broken out.
 9. Breaking out is divided into two categories:
 - a. .999 second and under is a Minor Break Out
 - b. 1.000 second and over is a Major Break Out
 10. The penalties for breaking out are cumulative PER TEAM and not per driver.
 11. The penalties for a Minor Break Out are:
 - a. First offense – warning, no penalty
 - b. Second offense and all subsequent offenses – 1 lap penalty
 12. The penalties for a Major Break Out are:
 - a. First offense
 - i. With no prior Minor Break Out penalties – 2 lap penalty
 - ii. With one or more prior Minor Break Out penalties – 4 lap penalty
 - b. Second offense - Your team will be bumped to the next bracket, which is essentially a 9-lap penalty, but will then be governed by the break out time of the new bracket.
 - c. “A” bracket teams with more than one Major Break Out are subject to having either the offending driver or the entire team disqualified.
 13. At any time during the first 60 minutes of the race your team may change brackets. This is to help teams/drivers that may not have a lot of laps at HPR and aren't sure how much their lap times will improve as they learn the track. These rules are structured such that if you aren't sure where you'll end up, you should initially enter a bracket that is FASTER than where you think your lap times may end up.
 - a. You may only change brackets ONCE, and only during the first 60 minutes of the race.
 - b. You may only move to a SLOWER bracket; you may not move to a FASTER bracket.
 - c. You can move only move ONE bracket. For example, if you register for “A” you can only move to “B”, you cannot move from “A” to “C”.
 - d. If, at any time prior to the move, your team ran a time faster than the break out time of the bracket to which you want to move, you cannot make the move. For example, if you register for “B” and want to move to “C”, you cannot have run a lap faster than 2:00.000 prior to requesting the move.
 - e. There will be a \$50 fee to change brackets.



Section F – General Rules and Information

1. ALL major maintenance/repair work, tire changes, fueling etc. must be completed in the paddock. Minor repairs, adjustments, etc. may be performed on hot pit lane. No jacks are allowed on hot pit lane. No fueling is allowed on hot pit lane. Cars stopped on hot pit lane for more than 5 minutes may be required to go to the paddock at the discretion of the race director.
2. In order to discourage rushed pit work in the paddock, once a car enters the paddock that same car may not re-enter the track for at least 30 minutes for any reason, even if it is the only remaining car on your team.
3. If your team car on track breaks down, your next team car may not enter the track until the disabled car passes through the hot pit lane (presumably behind or on the back of the tow truck). **MAKE SURE YOUR TOW HOOKS ARE VISIBLE AND READILY ACCESSIBLE** as delays in hooking up your car will hurt the other members of your team.
4. THIS IS A “NO CONTACT” event! Each driver is expected to give racing room to the other drivers around them. Penalties for contact or other driving infractions will be completely at the discretion of the Race Director. The starting point for that discretion will be as follows:

<u>Violation</u>	<u>Minimum Penalty</u>	<u>Maximum Penalty</u>
Contact, Incidental	None/warning	Driver/car change
Contact, Unavoidable	None/warning	Driver/car change
Contact, Avoidable or Intentional	Driver/Car change + 2 lap penalty	Team Disqualification / Driver Ban
2-off, multiple/repeated	None/warning	Driver/Car change + 1 lap penalty
Spin and/or 4-off	None/warning	Driver/Car change + 2 lap penalty
Pit or paddock speeding	1 lap penalty	Team Disqualification / Driver Ban
Reckless driving/blocking	Mandatory Driver/Car change	Team Disqualification / Driver Ban
Passing under yellow	1 lap penalty per pass	Driver disqualification
Missed meatball flag	1 lap penalty per lap	Driver disqualification

5. Warning Lights. There are LED warning lights at 14 places around the track. The lights they may display and the appropriate action are as follows:
 - a. Green: back to racing after a full course caution.
 - b. Off: Equivalent to a green flag/light.
 - c. Yellow stripe on top, yellow stripe on bottom, black in the middle: Double standing yellow, full course caution. Slow down, no passing at any time. Safety car may be out to pick up the field. Use caution, but try to catch up to the rest of the field that is behind the leader/safety car.
 - d. Yellow, Solid: Incident ahead, likely minor or off the asphalt. **NO PASSING** from the time you pass the light until you are clear of the incident **AND** you can see that the next light ahead of you is off/green.



- e. Yellow, Flashing: Incident ahead, likely serious and/or in the racing line. SLOW DOWN. No passing from the time you pass the light until you are clear of the incident AND you can see that the next light ahead of you is off/green.
 - f. Red stripe at the top, red stripe at the bottom, yellow in the middle: physical debris or fluid on track. Will be turned off after two laps even if the debris is still there.
 - g. Red, flashing: The race has been stopped. Check your mirror for traffic and bring the car to a complete stop as quickly as you can in a safe manner.
 - h. White: Emergency vehicles or other slow-moving vehicles ahead. Single file and on the opposite side of the track past any emergency vehicle regardless of if it is stopped or moving.
 - i. Flashing blue/red “police lights”: Black flag all, proceed to the hot pit lane for further instructions.
6. Flags.
- a. The green flag will be used at start/finish to start the race.
 - b. The checkered flag will be used at start/finish to end the race.
 - c. The “meatball” flag (black background, large orange circle in the middle) may be displayed and pointed at the offending car from the staffed corner stations. Exit the track at the end of that lap and report to the Race Director on the hot pit lane.
 - d. Workers in the staffed stations may also display secondary flags next to the light panel. For example, if there is a flashing yellow due to a car on track that lost a wheel that is also on track, the worker may display a debris flag next to the flashing yellow light. When the tow truck arrives, the worker may also display a white flag next to the flashing yellow light and the debris flag.

Section G – Registration and Event Schedule

1. There are two registration options:
 - a. You can register as a team of at least 2 drivers.
 - b. If you do not have teammates you can register as an individual driver and indicate your preferred bracket. The Race Director will match up registered individual drivers into teams of 2-3 drivers of similar brackets. You MAY be matched up with one or more drivers in a bracket that is one above or below your desired bracket. We will try not to have a spread of more than one bracket on the same team. Your fee will be refunded if we cannot match you with an appropriate teammate.
2. From the time registration opens until two weeks before the event the registration costs are:
 - a. \$600 per team.
 - b. \$300 per individual driver.
3. From two weeks before the event through the day before the event the registration costs are:
 - a. \$800 per team.



- b. \$400 per individual driver.
4. The day before the race:
 - a. Each driver must check in at registration **with their racing license/credentials** to receive their driver wristband. Multiple wristbands will not be given to a single driver.
 - b. 5:00pm – 6:00pm Open practice for all registered drivers. This practice session is included in your entry fee. **This may happen later than 5:00pm on Sunday, September 6 due to the event being held that day.
 - c. 6:00pm - registration/check in opens.
 - d. 8:00pm - registration/check in closes.
5. The day of the race:
 - a. The paddock gates will be open all night the night before the event.
 - b. 6:00am - LATE registration/check in opens.
 - i. \$25 late check in fee for pre-registered drivers.
 - ii. \$1000 registration cost for teams. Teams that register the day of the event will start at the back regardless of their bracket selection.
 - iii. NO individual driver registrations will be accepted on the day of the event.
 - c. 7:00am - LATE registration/check in closes.
 - d. 7:30am - Drivers meeting in the pavilion. The drivers meeting is MANDATORY FOR ALL DRIVERS!
 - e. End of drivers meeting until 8:40am – cars grid on hot pit
 - i. Cars not in their grid spot at 8:40 will start at the back
 - f. 8:40am – opening ceremonies
 - g. 8:50am – pace laps
 - h. 9:00am – green flag
 - i. 6:00pm – checkered flag
 - j. 6:30pm – awards
6. Cancellations.
 - a. ALL cancellations must be done via the MotorsportReg.com website. Phone calls, emails, voicemails, etc. will not be honored.
 - b. Cancellations prior to 11:59 pm on the Friday one week before the event will receive a full refund.
 - c. Cancellations after 11:59 pm on the Friday one week before the event will not receive any refund.

Section H – Awards

1. Trophies will be given to the top 5 positions overall.
2. Prizes of lapping day cards, sponsor gift certificates, etc. (to be determined) will be awarded to the drivers of the team that has their overall average lap time closest to their



breakout time AND has no breakout penalties (remember, the first minor breakout is free!)

3. Payout (YES, PAYOUT!!)
 - a. If less than 10 teams enter, well, everyone gets a firm handshake.
 - b. If 10 or more teams enter, 10% of the gross entry fees will be awarded to the top two teams in a 67% - 33% split.
 - c. If 20 or more teams enter, 10% of the gross entry fees will be awarded to the top three teams in a 50% - 30% - 20% split.
 - d. If 30 or more teams enter, 20% of the gross entry fees will be awarded to the top five teams in a 40% - 30% - 15% - 10% - 5% split.