



Drift Series Rules & Procedures

2025-2026 Season

November 8, 2025

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1 General Club Information

The Northern Ohio HOPRA Slot Car Racing Club (NOHOPRA) runs the Drift Series to provide fair, fun, and competitive HO slot car racing. The series follows HOPRA car classifications, racing rules, and technical standards. Membership fee for 2025–2026 is \$20. Benefits include eligibility for points and championships and championship plaques for the top 3 finishers in each bracket and class.

Schedules, host contacts, directions, results, standings, photos, and class tech summaries are available at www.ohiohoracing.com. Some members also maintain the Facebook group [Hard core H.O. racing](#).

The rulebook is posted at www.ohiohoracing.com and may be shared freely. Report questions or errata to info@ohiohoracing.com. Rulebook updates occur at the start of each season and as needed; changes must be approved by Drift Series member vote before inclusion.

2 Drift Series Organization

2.1 HOPRA Affiliation

Ohio HOPRA has two regions: Northern and Southern (roughly divided near U.S. Route 30). The Drift Series runs in the Northern region and is open to outside racers. HOPRA membership is not required to race in the Drift Series.

For HOPRA matters, contact your regional senate representatives at www.hopra.net/contacts.

Northern Ohio HOPRA Senate	Southern Ohio HOPRA Senate
Don Andrews (dpaandrews@live.com)	Dave Craddock (davecraddocksr@yahoo.com)
Don Wenz Jr (donhotshot8@gmail.com)	Jay Frost (jayfrost1111@yahoo.com)

Technical rules follow the HOPRA national rulebook. The series does not alter technical requirements (parts legality, component specifications, class definitions, or voltage/power). Procedural rules may differ from HOPRA to fit a season-long, multi-venue format. Where procedures differ, Drift Series procedures take precedence.

The Drift Series facilitator schedules races, coordinates with race hosts, ensures season points and standings are kept current, and arranges for end-of-season awards. The 2025–2026 Drift Series facilitator is Chris Hale (halephoto@hotmail.com).

Membership and participation in Drift Series races does not require a HOPRA membership.

2.2 Series Volunteers

Volunteers support facilitators and hosts with operations: rulebook maintenance, race-day setup, track cleaning, recording lane choices, producing printed results, podium photos, and similar tasks.

2.3 Guest Racers

Non-members may compete as guest racers. Guests are recognized in results and podium photos but do not earn season points. If a guest becomes a member, points start from their first race as a member; no retroactive points.

2.4 Racer Responsibilities

All racers—members and guests—must follow this rulebook and show respectful conduct toward hosts, families, spectators, and other racers. The host has final authority on behavior within their venue.

2.5 Emergency Contact Information

All racers must submit a Kennedy Card (emergency contact) to a facilitator and keep it current. Information is used only in emergencies and is removed if a racer leaves the series.

2.6 Race Fees and Event Host Compensation

Race entry fee: \$20 per event. Allocation: 75% to host/track owner; 25% to Drift Series fund. Facilitators manage fees and provide periodic financial updates. Any mid-season fee change requires a member vote.

2.7 Bracketed Competition System

Racers compete in one of three brackets: Sportsman, Competitor, or Pro. Goals: closer competition within brackets, more opportunities for wins/championships, and advancement based on performance and consistency. Placement considers Drift Series results, other HOPRA events (e.g., SOHOPRA or Nationals), racer preference, or any combination. New racers default to Sportsman.

Bracket changes occur before the season begins and are subject to facilitator approval. General guidelines:

1. Dominant Sportsman racers will typically move up to the Competitor bracket.
2. Top-3 Sportsman finishers may move up voluntarily.
3. Strong Nationals performance may justify moving up.
4. Racers may request up/down moves due to comfort or changing skill; racer preferences are seriously considered.

3 Drift Series Process & Procedures

Race hosts provide high-quality venues and may impose reasonable measures (race session splits, protective gear, attendance limits) based on space/safety concerns. Optional open practice sessions may be offered by the race host/track owner prior to the scheduled race.

Cars, controllers, tools, and pit boxes must not damage tracks or driver stations. Guide pins must be intact and not overly long. Remove any damaged cars from the track immediately. Racers are responsible for protecting their controllers (e.g., inline fuse/circuit breaker). Track owners are not responsible for controller damage.

3.1 Drift Series Championships

Member series championships are awarded for every combination of competition bracket and race car class plus an overall Grand Champion that evaluates the results across all race car classes for Pro racers. The following eight-race (8) series championships are scheduled for the 2025-2026 Drift Series racing season:

Competition Bracket	Championship Classes
Sportsman	Vintage TJet (8 races), Spec Jet (12 volt) (8 races)
Competitor	Vintage TJet (8 races), Spec Jet (12 volt) (8 races)
Pro	Vintage TJet (8 races), Spec Jet (12 volt) (8 races)

3.2 Drift Race Scoring

A racer's individual race score is the sum of championship points awarded for:

1. The top three qualifiers, if applicable,
2. The top ten finishers in the main race, and
3. The top three finishers in the form of Podium Bonus points.

Only member racers are eligible to receive series championship points. Guest racers and any member racers who are disqualified (DQ) do not receive any championship points.

Championship Points Components		Min	Max
Vintage TJet	Total Points = Qualifier Points + Race Finish Points + Podium Bonus Points	0	26
Spec Jet (12 volt)	Total Points = Race Finish Points + Podium Bonus Points	0	23

3.2.1 Qualification Points (Vintage TJet)

Qualification points are awarded only when qualification takes place. For the 2025-2026 Drift Series, qualifying will only take place for the Vintage TJet class races. Qualification points are awarded to the top three member qualifiers as shown below:

Qualification Position	Qualification Points
TQ (top qualifier)	3 points
Second Qualifier	2 points
Third Qualifier	1 point
All others	0 points

When one or more guest racers or disqualified racers participate in a qualification race, they do not receive Qualification points. The remaining member racers' points are adjusted as if the guest or disqualified racers were not part of the qualification results.

For example, if a guest racer qualifies in second place:

1. The third-place member racer will receive Qualification points for second place, and
2. The fourth-place member racer will receive Qualification points for third place, and so on.

This ensures that only eligible racers earn points toward the season standings. Qualification and race point adjustments for member racers are made after the completion of the race event.

3.2.2 Race Finish Points

Race finish points are awarded only to the top ten race finishers, members only.

Race Finish Position	Race Finish Points
P1	10 points

Race Finish Position	Race Finish Points
P2	9 points
P3 ... P10	8 points ... 1 point

When one or more guest racers or disqualified racers compete in a main race, they are not awarded any Race Finish points. The remaining racers' points are adjusted as if the guest or disqualified racers were not part of the race results.

For example, if a guest racer finishes in second place:

1. The third-place member racer will receive Race Finish points for second place, and
2. The fourth-place member racer will receive Race Finish points for third place, and so on.

This ensures that only eligible racers earn points toward the season standings.

3.2.3 Podium Bonus Points

Bonus points are awarded to podium finishers. Podium Bonus points are weighted to reward higher placements, with the greatest rewards given for winning races. Podium Bonus points, combined with qualifying points, provide racers with an additional opportunity to close the gap on points rivals ahead of them in the standings.

Race Finish Position	Podium Bonus Points
P1 (race winner)	13 points
P2	8 points
P3	5 points
P4 and lower	0 points

When one or more guest racers or disqualified racers finish in podium positions, they are not awarded any Podium Bonus points. The race finishing order is then adjusted as if the guest or disqualified racers did not participate, which may result in member racers moving up to a podium position.

For example, if a guest racer finishes in second place:

1. The third-place member racer is moved up to second and receives Race Finish points and Podium Bonus points for second place.
2. The fourth-place member racer is moved up to third and receives Race Finish points and Podium Bonus points for third place.

All Race Finish and Podium point adjustments for member racers are made after the completion of the race event.

By default, all Drift Series member racers who compete in one or more races will have their results scored and factored into both individual race results and the overall series championship standings.

3.3 Individual Race Scoring Exceptions

Some racing scenarios may fall outside of the assumptions used to establish the scoring model. Every attempt has been made to account for these scenarios ahead of time. Known scenarios are identified as *scoring exceptions*. Unanticipated situations may still arise and are handled on a case-by-case basis. New exceptions are Recorded and recorded in revisions to this document. The following are the currently known exceptions:

Scoring Exceptions	How Handled
Racer Misses the Main After Qualifying	Placed below last starter.
Multiple Racers Miss the Main After Qualifying	Placed at bottom by qualifying order.
Exact Tie	Tied racers receive the same points; next racer placed behind tied group.

Scoring Exceptions	How Handled
	For example, if the race is tied at P3 with two racers, the racer immediately behind the two tied racers are awarded points for P5, e.g., P1, P2, P3, P3, P5, P6, ... and so on.
Racer Disqualification	No points.

3.4 Member Series Championship Scoring

Series championship scoring is based on the sum of points awarded across all individual races with a specified number of the lowest race results dropped. The minimum and maximum championship points a member racer may earn for competing in the Drift Series is based on the number of races held for each championship class.

3.4.1 Race Drops

Season standings points = sum of race points (per class) minus lowest result(s). For the 2025–2026 season there are 8 races per class with 1 drop per class.

4 Race Day Process & Procedures

Race days aim to maximize track time and run efficiently. Parallel tasks are used where possible. Adjustments may be made if turnout is large or schedules slip.

4.1 Race Day Practice

Every race event in the Drift Series includes a pre-race practice. These race day practice sessions are strictly time limited. If racers need additional practice time on the track, they need to take advantage of any open practice sessions the track owner makes available prior to race day.

- Practice Session 1 starts at venue open (typically 8:00 AM) and ends when power is turned off for tech (typically 9:30 AM). Vintage TJet only.
- Practice Session 2 begins after Vintage TJet races. Spec Jet (12 Volt) only. May overlap with Spec Jet tech. Timing may vary when events are split.

4.1.1 Race Day Practice Rules

- Practice only with the next scheduled class cars.
- Practice heats: 2 minutes per heat; lane rotation: 30 seconds.
- Racers must marshal before practicing and at the lane marker they will practice.
- Lines form at lane markers; racers practice after marshaling, in order.

4.2 Race Registration and Tech

All racers must register, pay the entry fee, and submit cars for pre-race tech before qualifying. Technical rules follow the current HOPRA rulebook (see www.ohiohoracing.com/car-classes). Registration/tech proceeds in the racing sequence (e.g., Sportsman → Competitor and Pro). Qualifying begins as soon as cars clear tech and marshaling is covered.

4.3 Timeline and Sequence of Race Day Procedures

A typical race day flow is as follows: venue open & practice session 1 → tech → round-robin qualifying → mains → post-race tech (if required), with tasks done in parallel. Adjustments may be made as needed.

Step	Time/Event	Primary Activity	Background Activity
1	8:00 AM	1. Race venue and track is open for practice for Vintage TJet only.	1. Prepare registration forms
2	9:30 AM	1. Sportsman pre-race tech	1. Track power OFF 2. Track wipe down – dry cloth 3. Setup computer for Qualifying
3	Sportsman pre-race tech	1. Start Sportsman RR qualifying in order of tech completion	1. Volunteer marshals from Competitor/Pro until Sportsman Round Robin qualifiers start rotating off-track
4	Sportsman qualifying in progress	1. Sportsman qualifying	1. Competitor/Pro pre-race tech
5	Sportsman qualifying done	1. Record Sportsman qualifier results 2. Start Competitor/Pro RR qualifying	1. Volunteer marshals from Sportsman until Competitor/Pro RR qualifiers start rotating off track
6	Competitor/Pro qualifying in progress	1. Competitor/Pro qualifying	1. Sportsman mains assignments 2. Sportsman lane choices
7	Competitor/Pro qualifying done	1. Record Competitor/Pro qualifier results 2. Track wipe down – dry cloth 3. Start Sportsman mains	1. Competitor/Pro mains assignments 2. Competitor/Pro lane choices
8	Sportsman mains in progress	1. Sportsman mains	1. Competitor/Pro lunch opportunity
9	Sportsman mains done	1. Record Sportsman race results 2. Track wipe down – dry cloth 3. Start Competitor/Pro mains 4. Sportsman post-race tech	1. Competitor/Pro Mains
10	Competitor/Pro mains in progress	1. Competitor/Pro Mains	1. Sportsman lunch opportunity
11	Competitor/Pro mains done	1. Record Competitor/Pro race results 2. Competitor/Pro post-race tech	1. Track power OFF 2. Track wipe down – dry cloth 3. Setup computer for Qualifying
12	Mid Race Day Practice	1. Open practice for Spec Jet class	1. Start tech for Spec Jet
Start at Step 3 for Spec Jet class (excluding step 12)			

Note: The actual clock times in the race day timeline will vary when the race venue requires splitting up the event into multiple racing sessions to optimize the use of the available space.

4.4 Qualifying Guidelines for Vintage TJet

Round-robin format. When using Trackmate or SlotTrak, racers are randomized in software. With a non-computerized timing and lap counting, e.g., TriKTrax and paper, use a sensible order such as registration order. Heats are 2 minutes per lane. Sportsman bracket qualifies in one qualifying session, and Competitor/Pro brackets qualify in a second qualifying session.

4.4.1 Marshaling Responsibilities for All Round Robin Races

Racers rotate off-track and marshal one heat per station in sequence. Last racers to qualify cover marshaling until rotation begins. Relief occurs as racers rotate off.

4.4.2 Spec Jet (12 volt) Class Qualifying

No qualifying. Main runs in round-robin format, 4 minutes per lane with no warmup period. No qualifying points.

4.5 Main Race Guidelines

4.5.1 Main Race Format for Vintage TJet Class

Four heats × four minutes; each racer runs each lane once. Group mains (A, B, C, ...) by qualifying position within each bracket. If racers don't divide evenly by lanes, use sit-outs or smaller heats. Prefer 4-racer A-Mains when possible.

The following table provides examples of priority-based grouping with alternative options:

Number of Qualifiers	A-Main	B-Main	C-Main
4	{4} Q1-Q4	-	-
5	{5} Q1-Q5 (1 sit-out)	-	-
6	{3} Q1-Q3	{3} Q4-Q6	-
7	{3} Q1-Q3	{4} Q4-Q7	-
7 (alternate)	{7} Q1-Q7	-	-
8	{4} Q1-Q4	{4} Q5-Q8	-
9	{4} Q1-Q4	{5} Q5-Q9 (1 sit-out)	-
10	{5} Q1-Q5 (1 sit-out)	{5} Q6-Q10 (1 sit-out)	-
11	{3} Q1-Q3	{4} Q4-Q7	{4} Q8-Q11
11 (alternate)	{5} Q1-Q5	{6} Q6-Q11	-
12	{4} Q1-Q4	{4} Q5-Q8	{4} Q9-Q12
12 (alternate)	{6} Q1-Q6	{6} Q7-Q12	-

4.5.2 Main Race Warmups for Vintage TJet Class

There will be a 2-minute warmup session for racers in each main. Sit-outs get a second 2-minute warmup session with lane choice based on qualifying order. If no sit-outs, one warmup session covers all racers. No warmups for round-robin races.

4.6 Technical Inspections (Tech)

Pre-race tech verifies legality of cars per HOPRA rules. Tech issues must be fixed before a car is allowed to race. Two experienced racers inspect each entry to ensure each car complies with the HOPRA rules for the class being run. Podium finishers may face post-race tech.

4.6.1 Post-Race Tech

Post-race tech will be announced ahead of starting the mains when there are multiple mains. Cars still in contention will be impounded as each main finishes. A majority of Pro racers present, or the Race Director, may call for post-race inspection. Cars failing tech are DQ'd. Inspections should not delay racing.

4.7 Race Directors

Race Directors are identified before qualifying and mains. Pro racers may nominate or object to the assignment of a Race Director. The Race Director enforces rules, ensures sportsmanship, and runs the race (may delegate computer operations). Race Director authority covers track calls, marshal damage, missed laps, warnings, DQs, and other race-time decisions.