



Waterford Hills Road Racing, Inc.

2021 Supplemental Rules

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Changes since last version in RED

I. GENERAL

1. Waterford Hills Road Racing Inc. (WHRRRI) is an independent, all-volunteer organization dedicated to the spirit of amateur road racing. WHRRRI racing events are held according to SCCA's current General Competition Rules (GCR), except where modified by the WHRRRI Rules and Regulations and these Supplemental Regulations. Supplemental regulations can also be new or temporary rules approved during the racing season.
2. If there are any rules discrepancies, the order of priority shall be as follows: WHRRRI Supplemental Regulations > WHRRRI Rules & Regulations > SCCA GCR General Competition Rules
3. The WHRRRI Competition Board and Director of Racing had a focus in 2020 of communicating and following rules. We are adamant that issues from the last few years have stemmed in part from racers not knowing or following our rules and processes. Racers and officials have been making judgments or decisions without adequate awareness of documented rules and procedures. We will communicate and enforce existing rules before we decide new or redundant rules are needed. Some examples include SCCA GCR rules of the road, bumping before the start, Request for Action, Chief Steward Action, protests, WHRRRI rules, metal-to-metal contact, license application, championship points eligibility, and sound ordinances.
4. The Competition Board and Director of Racing will be taking a more active role to support our race officials including the chief steward, assistants, stewards of the meet, flagging & communication, and the protest committee. They will know we support their actions and in turn be accountable to club rules and the necessary training to do their job. Our aim is consistent application and awareness of rules and processes.
5. Overnight camping is currently prohibited on OCSC grounds including the WHRRRI racing facility per State of Michigan regulations. Updates may be provided on the WHRRRI website or the OCSC office.
6. Crash helmets approved by the Snell Foundation with Snell sticker 2010 or later Special Application SA2010/SAH2010, or SA2015/SAH2015, or by the SFI with a SFI Sticker SFI 31.1, or by the FIA standard 8860-2004 or later, or British Standards Institute BS6658-85 type A/FR. Each driver's helmet shall be labeled with a minimum of the driver's name. Crash helmets with SA2010 and SAH2010 certification will remain valid until December 31, 2021.
7. The F5 2-stroke and F5 4-stroke classes will be split. Separate points, trophies and track records will be awarded.

II. PARTICIPANT CONDUCT (based on GCR 2.1)

Each participant shall conduct himself to the highest standards of behavior and sportsmanship. His actions shall not prejudice the reputation of the sport of automobile racing. Failure to comply may result in penalties as specified in Section 7; an official may, in addition, lose his assignment for that event.

1. Breach of the rules: Beyond any other offenses or violations of specific rules, each of the following is a breach of the GCR.
 - A. Bribing, or attempting to bribe, anyone connected with an event; soliciting, accepting, or offering to accept a bribe.
 - B. Acting to enable a person or car known to be ineligible, not properly entered, or credentialed to participate in an event.

- C. Acting fraudulently or prejudicially to the interests of the sport of automobile racing.
- D. Driving recklessly or dangerously, anywhere on the track property.
- E. Failing to obey a direction from an official.
- F. Refusing to cooperate with, interfering with, or obstructing the actions of the Chief Steward, the Stewards of the Meeting (SOM), the Court of Appeals, or other review committees in the performance of their duties.
- G. Acting in an unsportsmanlike manner.
- H. Threatening or committing physical violence upon any other participant, spectator, or volunteer.

III. POWER OF THE CHIEF STEWARD (based on GCR 5.12.3.C)

The Chief Steward may:

- 1. Disqualify a driver or an ineligible car
- 2. Remove technical inspection stickers
- 3. Disallow qualifying times
- 4. Direct cars to be impounded at any time during the event
- 5. Order disassembly and inspection of any entered car to determine whether it complies with the GCR. If the car is found to be compliant, the race organizers stand the expense of the disassembly, inspection, and reassembly. If it is not compliant, the entrant shall bear the expense.
- 6. Convey reports of any breach of the GCR or Supplemental Regulations to the SOM. This report may be accompanied by a Request for Action.
- 7. Impose a fine of up to \$100
- 8. Prevent an ineligible car from competing
- 9. Reprimand, a document to Director of Racing, Competition Board Chairman and Director of Licensing citing violation or conduct. May lead to further action.
- 10. Impose time, lap, event points, or position penalty
- 11. Impose up to a three-race weekend probation
- 12. Modify the Split Start procedures

IV. RULES OF THE ROAD, On Course Driver Conduct (GCR 6.11.1)

- 1. Drivers are responsible to avoid physical contact between cars on the race track.
- 2. Each competitor has a right to racing room, which is generally defined as sufficient space on the marked racing surface that under racing conditions, a driver can maintain control of his car in close quarters.
- 3. Drivers must respect the right of other competitors to racing room. Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room.
- 4. The overtaking driver is responsible for the decision to pass another car and to accomplish it safely. The overtaken driver is responsible to be aware that he is being passed and not to impede or block the overtaking car. A driver who does not use his rear-view mirror or who appears to be blocking another car attempting to pass may be black flagged and/or penalized, as specified in GCR Section 7.
- 5. If a driver is involved in significant body contact, the driver and car shall stop at the designated incident investigation site for review of the incident by the stewards before going to their paddock area. "Significant body contact" includes but is not limited to: contact resulting in 2 or 4 wheels off course, spins, loss of position, or

repairs to suspension or bodywork.

V. PENALTIES (based on GCR 7)

1. Who may be penalized violating the Rules: any entrant, driver, crew member, organizer, official, or SCCA member may be penalized.
2. Range of Penalties: In increasing order of severity, the range of penalties is as follows:
 - A. Fine (\$1-\$99)
 - B. Reprimand: a document to Director of Racing, Competition Board Chairman and Director of Licensing citing violation or conduct. May lead to further action.
 - C. Fine (\$100-\$249)
 - D. Loss of event points
 - E. Fine (\$250)
 - F. Loss of Time, Lap, or Finishing Position
 - G. Probation of competition privileges
 - H. Disqualification: An entrant, driver, or car may be disqualified from a competition or an event. Rights to awards, including points, participation and race start credit, in the competition or event are automatically forfeited.

VI. STEWARDS' ACTIONS, PROTESTS, AND APPEALS (based on GCR 8)

1. Types of Judicial Actions
 - A. Chief Steward's Action: The Race Director or Chief Steward may file a Chief Steward's Action (CSA) to describe a participant's breach of the GCR or the Supplemental Regulations. All CSAs must be filed with the SOM within 30 minutes after the results of the final race of the event are posted, although the SOM may approve an extension of time.
 - B. Request for Action: The Race Director or Chief Steward may submit to the SOM a Request for Action (RFA) describing a suspected breach of the GCR or the Supplemental Regulations, asking the SOM to investigate and determine whether there was a breach, and what, if any, penalties to impose. The Race Director or Chief Steward cannot submit an RFA for any single violation of the rules for which he has already imposed a penalty allowed in 5.12.3. An RFA resulting from a post-race impound inspection may be submitted within a reasonable time following the discovery of the suspected breach. All other RFAs must be submitted to the SOM within 30 minutes after the results of the final race of the event are posted, although the SOM may approve an extension of time.
 - C. Chief Steward's Action Against a Car
The Race Director or Chief Steward may initiate an action against a car for non-compliance using a CSA or RFA. The procedures are the same as when one competitor protests the compliance of another's car, except that the organizer replaces the protestor regarding expenses and the Chief Steward replaces the Chairman.
 - D. Protests
Any entrant, driver, crew, organizer, or official participating in an event may protest any decision, act, or omission of another entrant, driver, crew, organizer, official, or any other person connected with that event whose actions the protestor believes to be in error or which violate the GCR, the Supplemental

Regulations, or any condition involving SCCA's sanction of the event, except where exemption from protest is specified elsewhere in the GCR or the event Supplemental Regulations.

2. Hearings and Judgements

The procedures for RFAs and Protests are the same. All RFAs and Protests will be heard by the SOM as soon as practical. The parties concerned will be notified when and where the hearing will occur. This may include 3rd parties who were not immediately identified as being involved in the incidents. Although all parties have the right to call witnesses, they must state their cases in person. Each party or witness must be heard separately and privately. Unless they are specifically released by the Chairman SOM, all parties must remain at the event until a ruling has been issued. If any party is absent, a judgment may still be rendered, and may by default go against him. If the SOM are unable to rule immediately after the hearing, all parties will be notified when and how the decision will be conveyed.

3. Protest Procedures

How to Protest; the following are requirements to protest.

- A. be in writing and be signed by the protestor
- B. must specify the sections of the GCR, WHRRI Rules or Supplemental Rules that are alleged to have been violated
- C. be accompanied by a fee of \$25. The fee may be returned to the protestor at the discretion of the SOM
- D. be delivered, with fee, to the Race Director or Chief Steward
- E. be filed within the time limits specified, typically within 30 minutes after the end of the session although the SOM may extend the time in limited cases. Refer to GCR.

VII. METAL-TO-METAL VEHICLE CONTACT

- 1. Racing incidents involving metal-to-metal (M2M) contact between cars or cars and facility require all involved drivers complete a M2M form available at Technical Inspection. The Chief Steward and Competition Board use the results to monitor driver performance and can serve as evidence of repeated incidents requiring penalties or discussions.
- 2. M2M is defined as "Significant body contact" described in Section IV.
- 3. Cars involved in M2M must report to impound and remain until released by tech official or steward. Incident form should be completed before being released from impound.
- 4. M2M can result in tech sticker being pulled or logging of incident in log book.

VIII. BUMPING BEFORE AND AFTER THE START

- 1. Bumping cars is considered an aspect of car control as defined in GCR 6.11.1 RULES OF THE ROAD, On Course Driver Conduct in Section IV above.
- 2. Bumping is discouraged and is subject to penalty based on severity. Subtle bump drafting of small-bore cars is different than bumping open-wheel or heavy big-bore cars. Bumping without damage is different than forcing a racer off course.
- 3. Bumping during the pace lap and/or before the start is not permitted. Racers or corner stations may report competitor bumping which may result in assessing a penalty.

~~IX. WHRRI CHAMPIONSHIP POINTS ELIGIBILITY~~

X. WHRRI AMERICAN SEDAN (AS) SPECIFICATION TIRE

1. American Sedans may compete on DOT “R-type” road race tires. Examples of permitted tires are listed below, or any tire with a Treadwear rating of 100 or higher. Soft “A type” autocross tires are prohibited.
 - A. BFGoodrich R1
 - B. Hankook Ventus Z214 C51/Medium
 - C. Hoosier R7 or R6
 - D. Kumho Ecsta V700
 - E. Nitto NT101
 - F. Toyo R888, Toyo Proxes RA1, or Proxes RR
 - G. Yokohama A048
2. Rain tires must continue to have DOT rating, except that softer compound dry tires, such as (but not limited to) BFGoodrich R1-S and Hoosier A7, are not permitted for use as rain tires.
3. Must use R-type compound tires to set a track record, regardless of tire compound used in previous or subsequent sessions. Track records are only official when set during a Race, not qualifying. Car must be weighed coming off the track.
4. If you want to accumulate WHRRI Championship Points, you MUST stop at Impound in the technical inspection area and have your tires verified after each session, including qualifying. If you do not stop in Impound, we will assume you are not running for WHRRI points or using A-type compound tires.

~~XI. SOUND CONTROL (based on GCR 5.7.1)~~

~~XII. WHRRI SOUND ORDINANCE VIOLATION AND ENFORCEMENT~~

~~XIII. RESERVED PADDOCK SPACES~~