



Waterford Hills Road Racing, Inc.

2023 Supplemental Rules

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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. Drivers are responsible and will be held accountable to abide by these three rule sets.
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 are adamant that issues from the last few years have stemmed in part from racers not knowing or following our rules. Racers and officials have been making judgments or decisions without adequate awareness of documented rules. We will communicate and enforce existing rules before we decide new or redundant rules are needed.
4. GCR 9.3.11.A requires in-car video at Runoffs, Majors and Regionals to aid in resolving incident responsibility and protest resolution. Whereas not yet required, WHRRRI suggests racers utilize front and perhaps rear-facing video cameras.
5. Cars meeting the SCCA 2022 GCR 9.1.9.1 for Touring (T1) are allowed to compete in the 2023 T1 class. They must have the 2022 rules available and maintain compliance.

II. 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. Drivers are entitled to one safe protective move. Once the one safe move is made, any 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.

III. 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 incident report 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 II.
3. Cars involved in M2M must report to impound and remain until released by tech official or steward. Incident report should be completed before being released from impound. Failure to complete a M2M report may result in Steward actions.
4. M2M can result in tech sticker being pulled or logging of incident in log book.

IV. 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 II.
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 bumping which may result in a penalty.

V. CLUB RACING EXPERIENCE (CRE) LICENSE PATHWAY

Steps to a WHRRI Novice License as an alternative to Driver’s School. All previous On-Track Experience does not apply. Feedback to the Competition Board about the applicant’s progress and results is mandatory by the DOR, Chief Steward and Driver’s Rep. A checklist is available to record progress and signoffs. Completion is expected within 2 years.

1. Apply to the CRE program and submit a \$25 application fee
2. Join Oakland County Sportsmen’s Club. Sign off by Director of Membership
3. Join WHRRI (General or Life + License Fee). Sign off by Director of Membership
4. Successfully complete ONE Open Track Day. Sign off by the Director of Membership, DOR, Chief Steward, or Driver’s Rep.
5. Successfully complete TWO Bracket Races. (A Saturday, Sunday weekend combo is recommended but not required). Sign off by the Director of Membership, DOR, Chief Steward, or Driver’s Rep.
6. Pass the Written Test from WHRRI Driver’s School with an 80% or higher score. Sign off by the Director of Membership, DOR, or Director of Driver’s School.
7. Get and pass a physical exam using the SCCA Physical Exam Form. Sign off by the Director of Membership.
8. Applicant’s race car must pass a wheel-to-wheel road racing Technical Inspection. Sign off by the Chief of Technical Inspection.
9. Upon successful completion of the above 8 steps, applicants will be granted a Provisional License for ONE WHRRI race weekend. Applicants will START at the back of the field on Saturday’s Class Race regardless of morning qualifying time. The DOR and Chief Steward will decide where the Applicant will start on Sunday’s Races regardless of finishing times or positions.

10. Applicant will be evaluated after their first race weekend by the Director of Membership, DOR, Chief Steward and Driver's Rep and be granted one of the following:
 - a. WHRRI Novice Permit
 - b. A Provisional License for additional WHRRI Race Weekends until Applicant is granted a WHRRI Novice Permit.
 - c. No Permit, no additional Provisional Licenses, and Applicant must attend Driver's School.