



2026

RULES AND

REGULATIONS

Waterford Hills Road Racing, Inc.

2026 Rules and Regulations

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I. GENERAL

1. Waterford Hills Road Racing Inc. (WHRRI) is an independent, all-volunteer organization dedicated to the spirit of amateur road racing. WHRRI racing events are held according to SCCA's current General Competition Rules (GCR), as it pertains to Regional Competitions, except where modified by these rules or the WHRRI Supplemental Regulations. WHRRI reserves the right to vary from the GCR where appropriate. Supplemental Regulations are 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:
 - a. WHRRI Supplemental Regulations > WHRRI Rules & Regulations > SCCA GCR General Competition Rules
3. These rules shall be published and available to members no later than the April General Membership Meeting. The rules listed herein shall be as recommended by the Competition Board and approved by the Board of Directors. Once published yearly by a simple majority, the Rules and Supplemental Rules shall not be modified except by 2/3 vote of both the Competition Board and the Board of Directors.
4. Any desired individual technical exception to the GCR to be included in these rules shall be submitted in writing to the Director of Racing or Chairman of the Competition Board by January 1.
5. Only human powered vehicles are allowed on the racing surface before or after any event and only during daylight hours. They are not allowed on track during an event. Official WHRRI vehicles are exempt.

II. CONDUCT

1. Lack of respect or unsportsmanlike behavior will not be tolerated.
2. Drivers and entrants shall at all times during an event be responsible for the conduct of their crew. An offense during an event is directly chargeable to the driver and entrant.
3. Children under 12 years of age must be under strict supervision of an adult.
4. Pet owners shall be fully responsible for actions of their pets, and for any liability arising there from. A pet may be in the paddock, provided it is enclosed in a vehicle or on a leash no greater than ten (10) feet in length. Pets are prohibited in pit lane and in the children's play area. When the track is not in use, OCSC members may, at the discretion of the track manager, exercise their unleashed pets on track property.
5. Participants shall make every effort to keep the area neat and clean.
6. Consumption of alcoholic beverages, cannabis or marijuana in the paddock prior to the end of a day's last racing event is strictly prohibited.

III. FACILITY

1. Pit Lane is the fenced area between the tower and the track. The False Grid is the area perpendicular to the pit lane marked with grid positions.
2. Because of tight paddock space, each competitor is allowed ONE support vehicle. Other vehicles must be parked outside the paddock. Support vehicles must display a support vehicle pass plainly visible and fully adhered. All support vehicles, trailer, and equipment must be parked within the designated paddock space or the trailer

parking area outside of the track. Any support vehicle in the paddock without an appropriate pass or parked outside their assigned paddock space may be removed at owner expense. A trailer does not require a support vehicle pass.

3. Jacking of vehicles, supporting with jack stands, and working on vehicles on paddock asphalt roads are prohibited. The pavement is soft and these are active two-way roads.
4. Hybrid or Electric vehicles that use anything other than Diesel or Gasoline are permitted in the paddock, but NOT on the track.
5. No race car engine may be run on OCSC grounds prior to 10:00 AM or after 6:00 PM due to local ordinances and court injunctions. This includes Showroom Stock and Improved Touring cars that may be street legal.
6. The speed limit within OCSC grounds is 15 miles per hour and is STRICTLY enforced. The speed limit within the paddock is 5 miles per hour. Race officials will penalize anyone exceeding this speed limit or driving irresponsibly.
7. The paddock access road will be closed to pedestrian traffic any time vehicles are on the track when the track is hot. Parade touring laps are exempt.
8. Golf carts, motorcycles, mini-bikes, ATVs, bicycles, skateboards, roller blades, etc. may not be ridden in the paddock during events. Exceptions may be granted by the Chief Steward or the Director of Racing.
9. Camping is permitted in the OCSC campground on a first-come first-served basis by registering at the OCSC office. Excessive noise, rude conduct, or behavior that disturbs others will result in loss of camping privileges. Township quiet hours are from 10:00 PM to 8:00 AM.
10. Competitors must receive permission from the Track Manager before leaving vehicles or equipment in the paddock Sunday evening.
11. Competitors may not leave vehicles, trailers or supplies in the paddock before a race weekend regardless of rentals or open dates without approval from the Track Manager.
12. The following radio frequencies are for official use only: 461.61250, 463.38750 and 463.81250
13. Drone operation is only permitted upon Board of Directors pre-approval and satisfactory:
 - a. Presentation of credentials: remote pilot FAA certification
 - b. Presentation of flight plan
 - c. Proof of Insurance: \$10M primary liability insurance certificate
 - d. Announce to all participants that official drone operation will occur
 - e. Personal supervision of operation by a WHRRI official
 - f. Copies of all recordings to be provided to WHRRI for club use without restriction
 - g. Ensure F&C is informed via phone land line

IV. COMPETITION PERMIT AND LICENSES

1. For WHRRI, there is one permit: novice and two grades of licenses: provisional and full. See WHRRI By-Laws for membership requirements.
2. Other licenses may be acceptable, check with the Director of Licensing. WHRRI reserves the right to refuse any entry.
3. Every applicant for a competition license shall obtain a physical examination per the SCCA General Competition Rules.

4. Minors (age 14 or older) may participate with parental permission in driver's school and hold a novice license if given specific permission by the WHRRI Board of Directors.
5. After satisfactory completion of the WHRRI competition driver's school, each student will be issued a novice permit. This will allow them to compete in WHRRI events, while being supervised by their instructor, and/or other qualified persons. Novice permit holders must have a triangle in a contrasting color prominently displayed on the rear of their race car.
6. A novice permit holder may be eligible to upgrade to a full competition license after finishing at least seven (7) races, completing the required workbee time and with the approval of Director of Driver's School, Director of Licensing and the student's instructor.
7. WHRRI licenses expire on April 1st of each year. To be eligible for a full WHRRI competition license, you must have finished at least four WHRRI or SCCA races during the previous year. Below are the provisional license renewal guidelines for drivers with a lapse in racing. All below requests require a minimum of 2 weeks to process.
 - a. Greater than 1 year or less than 4 races in the previous year
 - i. A provisional license may be issued by Director of Licensing
 - b. 2-4 year lapse and any number of races
 - i. A provisional license may be issued by Director of Licensing or presented to the Chief Steward and Competition Board Chairperson for approval by the Director of Licensing.
 - c. 5 or more-year lapse and any number of races
 - i. Must be approved by the Director of Licensing, Chief Steward, and WHRRI Competition Board Chairperson. Likely the applicant will have to complete a WHRRI or SCCA accredited driver's school.
 - d. License applicants from non-road racing series
 - i. Must be approved by the Director of Licensing, Chief Steward, and WHRRI Competition Board Chairperson. A meeting with the Comp Board may be required as well as supervised track time up to requiring driver's school.

The driver holding a provisional license may be eligible for upgrade to full license after successful completion of 1 race weekend or period otherwise determined by the Director of Licensing, Chief Steward and with input from the Competition Board if needed.

8. Any request for a provisional license after the first race WHRRI weekend should be submitted to the Director of Licensing along with the driver's racing resume and will take a minimum of 2 weeks. Additional observed track time may be required and possibly the Club Racing Experience license pathway up to the completion of a WHRRI or SCCA accredited driver's school.

V. REGISTRATION AND TECHNICAL INSPECTION

1. Registration for drivers & crew will be open during the following times (minimum):
 - a. Friday: 4:30 PM to 7:30 PM
 - b. Saturday: 8:00 AM to 9:30 AM
 - c. Sunday: 9:00 AM to 9:30 AM (with prior arrangement with Registrar)

2. Crew and/or Guests of a driver may enter the paddock during the following hours if they present a current WHRRI Photo ID or prepaid guest entry pass:
 - a. Saturday and Sunday: 9:00 AM to 6:00 PM
3. Technical inspection will be open during the following times (minimum):
 - a. Friday: 5:30 PM to 8:30 PM
 - b. Saturday: 8:00 AM to 1:00 PM
 - c. Sunday: 8:30 AM to 11:00 AM
4. The official scales are located at the tech/impound area and may be available for competitor's use upon request. Cars shall be pushed, not driven, on & off scales.

VI. RACING PROCEDURE

1. All cars should be on the grid at the five-minute signal. Cars arriving after the three-minute signal must start from the rear of the grid.
2. After the three-minute signal, no more than one person may stay with each gridded car.
3. After the one-minute signal, all personnel shall clear the grid.
4. Grid is to remain clear until the grid workers indicate personnel are allowed on the grid.
5. Saturday Class races will be gridded by Saturday qualifying times.
6. Sunday Class races will be gridded based on the Saturday Class race finishing position.
7. Sunday Feature races will be gridded by the fastest race lap of the weekend.
8. Co-driver races, when scheduled, are open to all racing licensed drivers. Primary drivers running their own cars are not eligible.
9. A co-driver is eligible to compete in the Sunday Feature race in lieu of the primary driver. Any co-driver who wants to exercise this option must inform Timing & Scoring before Noon on Sunday.
10. Classes may be mixed, moved or grids split, at the discretion of the Stewards.
11. Results from races ended at less than half distance may be considered official, at the discretion of the Stewards.
12. Test and tune (practice) days are considered to be part of the race event. As such, these Rules and Regulations apply.
13. Emergency practice may be available Sunday morning, although participation is contingent upon Chief Steward approval.
14. Saturday first qualifying session to start no sooner than 10:10 am to allow first run group time to warm up engines and/or drive to grid.
15. WHRRI will not use a white flag at Start/Finish to indicate last lap, as is optional at SCCA events. WHRRI will use the white flag to indicate emergency or slow-moving vehicles on track. The last lap will be indicated by the Starter displaying an index finger and/or a number card displaying one (1) lap to go.
16. On-board cameras and mounts per GCR 9.3.11 – All cars competing at Regionals, Conference Majors, Super Tour events, and the SCCA Runoffs must have a forward-facing camera that is recording at all times while on track and provides a clear horizontal field of view of the cars and track ahead. WHRRI **requires** a working front-facing video camera for all club qualifying and races.

VII. TRACK AND GCR EMPHASIZED DRIVING BEHAVIOR

1. Restricted non-racing surface is designated by painted lines or hashed zone on the left side of the front straight. This area may not be used to advance position. Penalty is at the discretion of the steward.
2. To discourage driving in the grass in the esses, pylon cones or flexibly mounted pylons may be used. Striking these markers is subject to penalty determined by the Chief Steward, Race Chairman, or the Operating Steward.
3. Failure to control your car resulting in contact with another car. (GCR 6.11.1)
 - a. Both cars continue: Chief Steward Action (CSA) or Request For Action (RFA) with a 1 or 2 position penalty to the offender.
 - b. Contact, only one car continues: CSA or RFA disqualifying the offender
4. Drifting is not permitted at Waterford Hills Race Track. In the interest of increased safety for vehicles and the facility, this form of stylized driving is not permitted. Track officials will observe and judge if a vehicle is drifting, and provide a warning and/or ejection from the facility, depending on judged severity.
5. 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. Bumping is discouraged and is subject to penalty based on severity.

VIII. RESERVED PADDOCK SPACES

1. All applicants must have a current WHRRI Competition License. All applicants need to have FIRM plans to use a paddock space for at least three (3) WHRRI race weekends. Reserving a space just in case you might need it is not the intent of this program.
2. All applications, documents and fees must be received on or before the April General Membership Meeting. Late applications will not be accepted.
3. Those wishing to reserve multiple paddock spaces must document the number of cars that he or she owns and intends to enter in at least three (3) WHRRI race weekends. Reserving multiple spaces to prepare a vehicle for a friend or customer will only be considered after all the primary driver's requests have been met. Those approved for multiple spaces the previous season will have first right of refusal in subsequent seasons provided all the renewal requirements are met.
4. Eighty (80) Paddock Spaces will be awarded to applicants by WHRRI membership number.
5. The WHRRI Top Ten drivers from the previous season are automatically awarded a space for the following season, provided they apply (fees are still applicable) and intend to compete. These will be removed from the original pool of applicants.
6. Those individuals who are awarded a reserved paddock space may not alter that space in any way, without the permission of the WHRRI Board of Directors. Any plans to improve must be submitted to and approved by the Director of Facilities.
7. If driver or entrant is not pre-entered in MSR (motor sport registration), their paddock reservation(s) expires at 6 PM on the Thursday before each race weekend. At 9 AM on the Saturday of each race weekend, all paddock space reservations expire, regardless of whether the driver or entrant is pre-registered in MSR. After this time anyone may occupy a reserved paddock space, except for spaces 1-8 (see Article 15).

8. The reserved paddock listing will be available at the Timing and Scoring bulletin board. An updated list of open spaces for each weekend will be posted on the same board on Friday around 10 AM to assist guests to find available paddock spaces.
9. Paddock space reservations are valid for the WHRRI club race weekends only, defined as Friday 10 AM through Sunday 6 PM.
10. The program administrator will make every reasonable effort to meet an individual's specific need when assigning spaces. Priority of space assignment to be determined by program administrator.
11. The WHRRI Board of Directors may award additional spaces to members they feel are especially deserving. If a participant withdraws from the program at any time prior to the second race weekend, that space will be awarded to the next applicant. If a withdrawal comes after the second race weekend, the space will be open for the remainder of the season.
12. In order to renew a paddock space reservation for the upcoming season, the applicant must have used the space as an entrant or driver a minimum of three (3) race weekends during the previous season. Log book documentation may be required.
13. For competitors reserving additional spaces, copies of the entry form showing them as the entrant along with copies of the log book showing the car went through tech for the driver on the entry form driver is sufficient. Those competitors that had reserved two spaces in the "Upper Paddock" due to the lack of availability of large spaces or special needs are exempt from this documentation requirement for the second space. The second paddock space will count towards the total of 80 paddock spaces available.
14. The competitor who has reserved space(s) will have the right of first-refusal for that space(s) in the following year, provided that person meets all other requirements and is awarded a space in the original allocation. Some people may be asked to change spaces. You may petition the program administrator for an exception. A participant may withdraw from the program any time before the third race weekend without a refund.
15. Paddock spaces 1-8 are reserved for Bracket Racing parking on Saturday and Sunday. This rule supersedes the curfew on reserved paddock spaces. These spaces will remain reserved for Bracket Racing participants and liaison/mentor throughout the weekend.

IX. VEHICLES

1. WHRRI race vehicle classes include all regional classes recognized by the current SCCA GCR. WHRRI also recognizes two additional classes, IT7 (Appendix A), and Sports R (Appendix B). There are "X" classes for cars that meet Section 9 of the GCR but fall outside current recognized classes. Before their entry is accepted, X class cars must be approved by the Director of Racing or the Chief Steward at an event. Timing & Scoring and Registration must be made aware of the X car entry if the entry was not pre-registered in a "X" class. Classification of X class cars can be reviewed and changed at any time. All X class cars must meet the safety rules applicable for the group they run.

2. Club Formula Continental (CFC) and ITE are run according to SCCA Great Lakes Division rules; with the exception that cars may run ITE, even if eligible for another class.
3. Spec Miata is run per the GCR, but Waterford Hills Championship points are only awarded to cars with SCCA or NASA approved tires.
4. Any legal Spec Miata vehicle is eligible for competition in its respective IT class. If the entrant deviates from the appropriate rule set, then the entrant must conform completely to the appropriate IT rule set.

There shall be no mixing of rule sets. If the driver deviates from the SM rule set in any way - including tires, weight and other minor differences - he would have to adhere to the IT rule set. For example, if a Spec Miata wanted to race on an alternate tire, the vehicle must also remove any specific SM modification which would be illegal in IT.

Any WHRRI ITS or ITA competitor may petition the WHRRI Comp Board for review of this rule at any time during the season following changes to the SM rule set that are published in SCCA Fastrack. This rule must be re-approved by the WHRRI Comp Board annually following a thorough review of any modifications to the Spec Miata rule set.

5. WHRRI race weekends are spectator events. Cars must be clean, and neatly painted with no visible primer. Body damage will be recorded in the car's logbook and must be repaired before the next race event. The Chief Steward or the Chief of Technical Inspection may void the weekend or Annual Technical Inspection and require the vehicle be re-inspected before the car can be raced again.
6. All race vehicles must have current WHRRI decals displayed on both sides.
7. WHRRI uses the AMB timing system. Each car shall have a unique functional AMB transponder, no alternate timing data will be accepted. Lap times for vehicles with no transponder signal received will be placed at the back of lap time grids. Competitors may rent a transponder from the Club Timing/Registration on a per-weekend basis.
8. Race car numbers at WHRRI race events are limited to one or two digits (1-99). A guest entrant with a three-digit number permanently registered with his/her sanctioning body may run that three-digit number. Any car number conflicts occurring in co-driver or combined feature race events will be resolved by Timing & Scoring, and may include requiring one entrant add a leading "1" digit to all numbers on the car. Any car number conflicts occurring in class races or features are to be resolved based on WHRRI member number, lower has priority. If conflict is not resolved, Timing and Scoring has the authority to resolve the conflict, up to and including adding a leading "1" digit to all numbers.

X. IMPOUND

1. Any car that sets a new class record must report to impound and will be weighed.
2. The first three finishers in each class will be weighed. All finishers must report to impound and stay until released. Failure to report to Impound can result in loss of qualifying time or last in race class finish or lost points. (GCR 5.9.3.C) As time allows, technical inspection intends to weigh all cars. Any cars not meeting weight requirements are subject to chief steward actions per the GCR.
3. For qualifying sessions, technical inspection will weigh all cars. Cars not meeting weight requirements will have their qualifying times voided.

4. WHRRI events do not have a minimum impound inspection time. Competitors shall follow the directions of impound officials.

Protests or Metal-to-Metal incident reports are to be initiated and completed if possible while in Impound. Failure to complete a M2M report may result in a penalty.

5. To reduce cheating and keep competition fair, WHRRI officials may conduct informal inspections of any vehicles, so long as such inspection does not seriously inconvenience the driver or entrant. These inspections may take place in the impound area or the competitor's paddock spot.

XI. RACE OFFICIALS

1. The Director of Racing shall appoint all race officials.
2. Race officials need not be members of WHRRI or hold any license.
3. Chief Steward should be a member of the WHRRI Competition Board. If there are not sufficient Competition Board members available, the Director of Racing may name appropriate substitutes.

XII. TROPHIES AND CHAMPIONSHIPS

1. Individual race trophies are awarded according to the table below regardless of club membership.
2. You must be a member of Oakland County Sportsman's Club (OCSC) to qualify for championships. See www.ocsc.club/membership
3. You must be a member of Waterford Hills Road Racing Inc. (WHRRI) for General Membership or a one-time Life Membership for championships.
4. You must hold a current valid WHRRI Competition License. SCCA/NASA license is accepted but WHRRI fee must still be paid. Go to WHRRI website for annual license renewal form to be submitted to licensing director.
<http://www.waterfordhills.com/forms.html>
5. Memberships may be verified by OCSC and the WHRRI Director of Licensing and Membership.
6. Waterford Hills recognizes two individual championships; that of Class Champion and that of Overall Champion. To gain points for an event in any championship, a driver must be a Waterford Hills Road Racing member in good standing and hold a Waterford Hills Road Racing license. Official points are published on the WHRRI website at: <http://www.waterfordhills.com/points> with a posting date in the document. Finishers in co-driver races are not awarded points towards any championship. Trophies and Championship points are awarded by class finish based upon the following schedule, with the finishing position and number of starters being determined including all competitors, WHRRI licensed member or other:

Number of starters	8+	7	6	5	4	3	2	1
Points for 1 st	12*	12*	12*	12*	12*	12*	10*	4
Points for 2 nd	9*	9*	9*	8*	8*	7	4	
Points for 3 rd	7*	7*	6*	6	4	2		
Points for 4 th	6	5	5	4	2			
Points for 5 th	5	4	3	2				
Points for 6 th	4	3	2					
Points for 7 th	3	2						
Points for 8 th	2							
All other finishers	1							

* Trophy Position

7. In Co-driver races, a trophy may be awarded to first place finisher.
8. X classes will not be awarded trophies or points towards year end championships.
9. It is an additional requirement that the driver finish a minimum of 50% of the season's races in the class in order to win either a Class Championship or the Overall Championship. In the event that this requirement is not met, the Championship will be awarded to the next eligible driver.
10. In addition to finish in class, an extra bonus point is awarded for a Waterford Hills Road Racing member who breaks a class record in a race.
11. A driver who has entered as a dual (or multiple) entrant may not earn double (or multiple) points towards the Overall Championship. Points toward the Overall Championship shall be kept by season totals earned in an individual class. A driver may be ranked in the Overall Championship Standings only once. In the event that a driver has competed in multiple classes, that driver will be ranked in the Overall Championship Standings based on their highest season total of points accumulated in only one class.
12. Sunday feature races will be awarded the same number of points as class races.
13. Ties in the final point totals for individual championships shall be resolved on the basis of each driver's record of first place finishes; then, if necessary, second place finishes; then, if necessary, third place finishes. If two or more drivers have accumulated the same number of first, second, and third place finishes in the races counted, they shall be considered tied for the championship.
14. The club typically distributes awards at a trophy presentation to be held on Saturday and/or Sunday following the completion of racing activity. Trophies will not be mailed, and will not be available until after final results are determined.
15. WHRRI officials reserve the right to submit corrections for positions and points up until the lesser of 30 days or the next regular race weekend begins.

XIII. PROTESTS

1. Any driver, entrant, designee of a driver or entrant, and/or official may file a protest, alleging a violation of the GCR, these Rules and Regulations, or the Supplemental Regulations.
2. Protests must be made in writing, addressed to the Chief Steward, on forms available from the stewards in the timing tower. Time limits are as specified in the GCR, typically within 30 minutes after the end of the session although the

SOM may extend the time in limited cases. A protest fee of \$25 shall accompany the protest.

3. Race results do not become official until protests involving that race have been ruled on by the SOM.
4. Protests against the legality of a vehicle require a bond sufficient to have a professional technician tear the car down and return it to original condition. If the car conforms to the rules, the protester forfeits the bond. If the car is found illegal, the protester's fee is returned, and the protested party bears the expense for the teardown.
5. Protests will be heard by the SOM. Every attempt will be made to hear the protest in a timely manner. If the protest involves a class in which a SOM is an active participant, he or she shall excuse himself/herself from the hearing.
6. The decision of the SOM will be provided to all affected parties.

XIV. APPEALS

1. Actions of the SOM may be appealed in writing to the WHRRI Court of Appeals. Appeals must be filed or postmarked within 10 days and addressed to the Director of Racing and accompanied by a \$50 fee.
2. Appeals must be based on either proof of procedural errors in the initial hearing or the presenting of new evidence relevant to the appeal.
3. If the appeal is judged to be well founded, the fee will be returned.

XV. SOUND CONTROL

1. The Sound Control Chief shall be responsible for monitoring and reporting sound levels of all racing vehicles at sound-controlled events in accordance with the GCR. Specifically, the chief shall:
 - a. Ensure the sound monitoring equipment is located at an official certified site.
 - b. Ensure that readings shall be made in accordance with the township ordinance.
 - c. Advise race control as soon as possible of any sound readings above the track limit.
 - d. Submit post-race reports to the Chairman of the SOM.
 - e. Monitor weather and ambient conditions throughout the day.
 - f. Perform field calibration of the equipment in accordance with the GCR.
 - g. Ensure that yearly certification of the equipment (meter, microphone, and field calibrator) has been performed by the manufacturer or a certified laboratory.

XVI. SOUND ORDINANCE VIOLATION AND ENFORCEMENT

1. Due to local township ordinances and court judgment, sound is restricted to less than **78 dBA** at the property line. All race vehicles must have a commercially available muffler and pass sound.
2. When Chief of Sound reports a warning with **77 dBA**, the subject car may receive a Furlled Black Flag and the "SOUND" board will be displayed at start stand.
3. Upon any lap during the race with a confirmed and reported violation (**78 dBA** or higher), the car will be black flagged. Car must report to Black Flag Station to receive direction from the Steward.
4. Cars Black Flagged for sound will NOT be allowed back on track until SIGNIFICANT modification efforts have been made to meet sound restrictions. The Director of Racing and/or the Chief Steward will determine when and if a car may return to track.
5. If adjustments are made and car violates sound again, car will be Black Flagged and potentially DISQUALIFIED from the meet. No refunds will be given.
6. Cars approaching the **78 dBA** sound restriction MAY receive a verbal warning by the Director of Racing and/or a Steward. Documented sound measurement violations may be obtained from the Tower upon request from the driver or entrant.
7. Cars producing a significant increase in sound outside of the range of the measurement station may be Black Flagged at the discretion of the WHRRI Operating Steward of the event. Failure to maintain sound levels consistent within the area of the sound measurement station may result in disqualification and removal from the event.

Appendix A – WHRRI IT7 Specifications

Specifications

- All vehicles must be prepared to meet the 2025 SCCA Improved Touring Category Specifications (ITCS) for class ITA.
- This document should be considered a supplement to the ITCS.

Vehicle Classifications - See ITCS for more complete specifications.

Mazda RX2 (71-74)

2 Rotor – 2292 cc

Vehicle Weight – 2300 lbs

Mazda RX3 / RX3SP (72-78)

2 Rotor – 2292 cc

Vehicle Weight – 2280 lbs

Mazda RX4 (74-78)

2 Rotor – 2616 cc

Vehicle Weight – 2550 lbs

Mazda RX7 (12A) (79-85)

2 Rotor – 2292 cc

Vehicle Weight – 2280 lbs

Appendix B: Sport “R” (SR) Class

Rules and Specifications

The Sport R class is regulated by the 1995 SCCA Sports Racer Category Specifications (SRCS) and these rules. All SRCS items for Sports Renault are to apply to the WHRRI class designated SR with the exception of the changes, additions, supplements, and modifications outlined below. Rules not specific to the class to be per WHRRI supplemental rules, WHRRI rules, and SCCA current GCR in that order of precedence.

1. **Tires and Wheels:** Any tire which has ever been specified for SR or SRF may be used. Additionally, Toyo RA1 and Toyo R888 may be used. Tire size may be either 185-60-13 or 205-60-13. Rain tires may be used at any time but must adhere to the above rules and sizes. Wheels may be any of the four designs used for SR and SRF; fronts or rears may be used on any axle of the car as long as they are size-matched on each axle.
2. **Engine and transmission:** Must conform to SCCA rules with the following stipulations:
 - A. Renault engine may be overbored no more than .010. Seals are not required.
 - B. Original Solex or Weber carb must be used. Seals are not required.
 - C. Exhaust must use original header. Tail pipe and muffler are open provided they meet WHRRI sound rules.
 - D. No porting, polishing or machining to head, valves or any area of the combustion chamber except as required for standard rebuild.
 - E. Pistons must be of original design; the European Renault OEM replacement piston may be used.
 - F. Transmission must be original four speed with no gear ratio changes and no final drive ratio change. Seals are not required. Use of stock Renault Alliance 4-speed JB001 or JB007 transmission is allowed. Grinding of the transmission case at the alignment pin area is allowed to provide clearance to the clutch pressure plate.
 - G. Air filter and housing are free as long as it is not ram air or a velocity stack.
 - H. Spark plugs are free as to heat range or manufacturer.
 - I. Engine timing, cam timing and any engine management may NOT be adjusted or modified.
 - J. Rev limiter if used must serve no other purpose but to limit peak RPM.
 - K. The stock mechanical fuel pump may be replaced by an electric unit provided it is mounted safely in the side pod and is switched both by the master switch and the ignition switch. It is recommended that it have an oil pressure or impact triggered shut off.
3. **Fire system:** May use the original fire system and / or a hand-held extinguisher compliant with GCR 9.3.23.B.
4. **Bodywork:** Must conform to original contour and appear as original. SRF cutouts for wheel, rear valence, exhaust cooling scoop and/or NACA duct in center section are allowed in any combination. No modifications intended to improve aerodynamics are allowed. No wings or additional spoilers are allowed. It is permitted to cut off the molded-in gage panel and use or make a separate gage panel mounted to the roll cage.
5. **Radiator:** Radiator and radiator tin are free as long as they are in the same approximate location, serve the same purpose, and do not change the performance or aerodynamics of the car in any way.
6. **Fluids, lubricants, gaskets, and hardware:** Free.
7. **Brakes:** Brake calipers may be of original design or the SRF Wilwood design rotors may be the original (unvented) design or the SRF slotted design. Brake pads are free. Master cylinder for brakes and clutch may be the original ¾ inch Girling, or other equivalent ¾ inch diameter unit.
8. **Alignment:** Alignments free within the limits of the original suspension parts. No elongation of holes or modifications to ball joints or control arms are allowed.
9. **Suspension:** Suspension arms specified for SRF in any year GCR are allowed, but not required as replacement for original SR parts.
10. **Modifications:** No SCCA required updates to SR or SRF are required in SR unless the safety rules of the current GCR require them, e.g. Tall Man Kit is not required unless driver height dictates that the driver does not fit under the main hoop. Floor pan reinforcement is not required although highly recommended.
11. **Minimum weight 1580#** with Driver.

12. **Midwest council cars and cars from any SCCA division** will be allowed to run as prepared to their organizations' rules for S R except at the WHRRI minimum weight requirement, if the driver/entrant provides a copy of those rules to WHRRI Tech.
13. **Wiring harness:** wiring harness may be altered to use allowed alternate electrical components. Electrical connectors are free.
14. **Vehicle markings:** the class designation for this class is "SR". No other specific decals or markings are required except those required for the event or safety decals such as fire extinguisher and emergency shutoff locations.
15. **Sections C22-c and C22-g** of the 1995 GCR can be ignored. Restrictions for data acquisition systems and cool suits are same as current GCR for all classes.

Appendix C: Spec Racer Ford (SRF) Class

Rules and Specifications

The reason for this ruleset is due to the absence of support from SCCA Enterprises to service 1.9L engines. This ruleset will be reviewed on an annual basis to account for any developments in a single-source service option.

The SRF class is regulated by the CURRENT SCCA Sports Racer Category Specifications (9.1.8) and these rules. All items for SRF are to apply to the WHRRI class designated SRF except for the variances outlined below. Rules not specific to the class; are to be observed in the following order of precedence: (1) WHRRI supplemental rules, (2) WHRRI rules, and (3) SCCA current GCR.

1. Engine:

- A. In the case of top-end engine damage (i.e. damaged head gasket, stuck valve, etc.) the engine may be serviced. Resealing is not required.
- B. In case of internal bottom-end damage (i.e. bent rod, broken ring land, etc.) engine may be serviced. Only original parts from an SCCA Enterprises 1.9L Ford SRF engine may be used. Resealing is not required.
- C. No porting, polishing or machining to head, valves or any area of the combustion chamber except as required for standard rebuild.
- D. Only original or OEM replacement cams, bearings, valves and crankshafts allowed.
- E. Exhaust must use original header. Tail pipe and muffler are open provided they meet WHRRI sound rules.
- F. Spark plugs are free as to heat range or manufacturer.
- G. No over boring on the block.

2. Brakes:

- A. Brake calipers may be of original design or the SRF Wilwood design.
- B. Rotors may be the original (unvented) design or the SRF slotted design.
- C. Brake pads are free.
- D. Master cylinder for brakes and clutch may be the original ¾ inch Girling, or other equivalent ¾ inch diameter unit.

3. Wiring harness may be altered to use allowed alternate electrical components. Electrical connectors are free.

4. Rain/Brake light: A Super Bright LEDs Inc. P/N PT-STRB-R24 (SCCA Enterprises P/N 180427A) rain / brake light (or equivalent), is only recommended in the original roll hoop mounting location.

Appendix D: Bracket Race Rules

1. Definition & Purpose

- A. The Bracket Racing run group is intended to increase participation during WHRRI race weekends by creating an intermediate step between the Open Track Day (OTD) program and the wheel-to-wheel competition of race weekends.
- B. OTD participants will have the opportunity to bring the same car they run, in the same level of preparation to the race weekends. Drivers can participate without a competition license and run in their own run group while competing against the clock to see who can get closest to their intended lap time (Dial-In). This is essentially bracket racing on a road course.
- C. Driver's lap times from each session will be scored according to the percentage of difference to their Dial-In and then ranked with the rest of the run group.
- D. The driver who has the designated number of closest lap times to their Dial-In will be declared the winner.

2. Participant Qualification

- A. Approved Drivers
 - i. Waterford Hills OTD 'graduates'
 - a. HPDE4 is the most experienced run group in the OTD program with the most passing privileges
 - b. HPDE2, HPDE3, and HPDE4 drivers are qualified after a safe full weekend in their run group
 - c. The OTD chair will maintain a list of qualified drivers.
 - ii. Current Competition licensed drivers are eligible to participate, but must comply with all passing rules.
- B. Un-Approved Drivers
 - i. All participants will be monitored during the qualifying session. The Bracket Racing Chair reserves the right to remove drivers that will interfere with the operation of the timed event.
- C. All drivers must attend mandatory driver's meetings.
- D. All participants must have proof of past participation in at least one of the following to qualify for this event:
 - i. Waterford Hills Bracket Race
 - ii. Single Open Track Day at Waterford Hills or multiple OTD sessions at other tracks
 - iii. Licensed race experience (SCCA/NASA)
- E. All drivers must attain a dial-in time LOWER (read "faster") than 1:28:00. This time will be adjusted in case of inclement weather. The lap time spread will be targeted to a 15 second differential to promote safe competition.

3. Car Preparation

- A. Cars that are legal and safe for the OTD program are legal and safe for Bracket Racing
 - i. Open wheel cars are not allowed.
 - ii. Sports Racers are not allowed.
 - iii. Hybrid/Electric Vehicles are not allowed.
- B. All cars are required to have a functional transponder in accordance with Section VI.8. Transponders will be provided for the event. The driver is responsible for any damage to the transponder during the event. It is the driver's responsibility to obtain and install them prior to the first on-track session.
- C. Class letters and numbers will be applied to windows of the vehicle by Waterford Hills officials after successfully completing a technical inspection
- D. Seat belts must be working and in good condition.
- E. Convertibles must have a steel roll bar (factory installed fixed and active roll bars are permitted)
- F. Open Cars Having Factory Installed Roll Over Protection: Any make of car delivered with factory installed roll over protection which satisfies US Federal Motor Vehicle Safety Standard 216 meets the minimum standards for events (owner must provide proof that it meets this standard). The windshield alone is not considered to be roll over protection.
- G. Open Cars Not Having Factory Installed Roll Over Protection: If a car does not have factory installed roll over protection, a roll bar must be installed, which meets the "broomstick" rule (the driver's helmeted head is below a bar placed on top of the roll bar and windshield).
 - i. Roll bar MUST be front or rear braced on both sides of the main hoop.

- ii. The brace(s) shall be attached to the hoop at a maximum distance of six (6) inches from the top of the hoop and at an angle of at least thirty (30) degrees from vertical.
 - iii. All points MUST be securely bolted or welded directly to the frame in a manner as to make the roll bar functional and safe
- H. Trucks and SUVs. Normally a truck or SUV will have a Center of Gravity that is too high to navigate turns at Waterford safely. These vehicles will be permitted on a case-by-case basis. Please contact OTD@waterfordhills.com for approval.
- I. Local ordinances require WHRRI to keep noise levels at the property line below 75 dBA. All cars MUST have an operational commercially available muffler.
- J. Data collection devices are unrestricted

4. Driver Preparation

- A. Helmets meeting the following standards must be worn while on track:
All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2020, SA2015, SA2010, SAH2010, M2020, M2015, M2010, K2020, K2015, K2010), SFI standards 31.1 (2020, 2015, 2010), 41.1(2020,2015,2010), ECE 22.05, ECE R22.05, FIA standards 8859-2015, 8860-2018, 8860-2018APB, 8860-2010 are acceptable. DOT certifications are not accepted.
- B. Long pants must be worn and long sleeve shirts are preferred for drivers and instructors.
- C. Closed toe shoes must be worn by drivers and instructors.
- D. Personal safety gear above and beyond OTD requirements is strongly encouraged. Please refer to SCCA GCR Section 9.3.20.C or the NASA CCR Section 15.17 for up-to-date recommendations.
- E. Full face or modular helmets shall be worn while competing in any vehicle with a windshield that does not provide full occupant coverage. Face shield, goggles or similar face protection is also required. Conventional eye glasses are not sufficient.

5. General Rules

- A. No passengers are allowed.
- B. Passing is only allowed when preceded by a point-by from the driver to be overtaken
- C. Failure to provide a point-by pass to a following driver after the lead driver receives a blue flag may result in a black flag being shown to the lead driver.
- D. A driver providing a point-by must point left or right in the direction he wishes to be overtaken. The lead driver must also provide enough space and speed differential for the overtaking driver to complete the pass.

6. Scoring

- A. Dial-In Times:
- 1. Drivers will pick one Dial-In Time for the day
 - 2. Grid position for the timed run(s) will be displayed in the lower right-hand corner of the windshield, this is intended to aid the grid workers.
 - 3. Dial-In times will be rounded to the 1/1000th of a second (ex: 1:25.101)
 - 4. Qualifying and Dial-In times will be capped at lap times of 1:13.000. Laps run faster than this will result in a black flag. Any lap below this cap will be removed from the scoring calculation.
 - 5. Dial-In times must be submitted prior to the cut-off time posted by the Bracket Race Chair. A 0.1 second penalty shall be added to the driver's final session score at the cut-off and every 10 minutes until the dial in time is submitted.
- B. Points Calculation
- 1. Scoring will measure the sum of the deviation between the dial-in time, penalties, and the driver's ~~3~~ closest lap times.
Driver's score = Sum((ABS(Closest Lap – Dial-in)) + (ABS(2nd Closest Lap – Dial-in)) + (ABS(X Closest Lap – Dial-in)) + Penalty)
 - 2. The score from each competition session is added together to determine the final score for the event.
 - 3. The lowest possible score will be 0.

4. The driver with the lowest combined score wins.
 - a. In the event of a tie after all session scores are added together, the winner will be the driver with the lowest score in a single lap.

Example:

Driver 1: $.020 + .018 + .010 = 0.048$

Driver 2: $.020 + .016 + .012 = 0.048$

Driver 1 had the best single score of .010, so Driver 1 is declared the winner
 - b. If this still results in a tie, the second-best lap score will determine the winner
 - c. If this still results in a tie, the third best lap score will determine the winner
 - d. If this still results in a tie, the fourth best lap score will determine the winner
 - e. If this still results in a tie, the comparison will continue through the remaining laps until unique times can determine the winner
 - f. Drivers can be faster or slower than their Dial-In time. The deviation will be calculated as an absolute value.
 - g. If a driver fails to turn the minimum laps in any session (DNS), that driver will not be scored for that competition.
 - h. Minimum lap counts (typically 4) for sessions may be adjusted to account for track maintenance or timing issues.

Scoring examples:

Dial-In: 1:30.0
 1st best Lap of the session: 1:30.003
 2nd best lap of the session: 1:30.020
 3rd best lap of the session: 1:29.100
 Driver's Session Score: 0.923

Dial-In: 1:20.0
 1st best Lap of the session: 1:20.000
 2nd best lap of the session: 1:18.500
 3rd best lap of the session: 1:22.065
 Driver's Session Score: 3.565

Dial-In: 1:25.0
 [Driver was 10 minutes late reporting dial in time]
 1st best Lap of the session: 1:24.910
 2nd best lap of the session: 1:25.250
 3rd best lap of the session: 1:26.080
 Driver's Initial Session Score: 1.420
 Penalties (0.1 second for cutoff and 0.1 second for the 10-minute mark)
 Driver's Session Score: 1.620

7. Operations

- A. General Operations
 1. There will be a separate and mandatory Bracket Racing meeting from the main driver's meeting
 2. Bracket Race would typically be a later run group to allow for the extra driver's meeting, but drivers should be sure to check the official run group list for the weekend.
- B. Session Description
 1. Qualifying Session: AM
 - a. Cars will grid on a first come, first served basis
 - b. Establish your lap time to help choose your Dial-In
 - c. Secondary vehicle inspections upon completion of practice session (if required)
 2. Timed Sessions: PM
 - a. Cars gridded based on Dial-In times. Fastest cars at the front of the field

C. Session Operation

1. Participants may be split up into multiple sub groups to maximize full speed runs without cars getting lapped. If this occurs, all drivers will still be scored as one Bracket Racing class.
2. Start of Race session: Cars will follow the pace car in a single file formation for one lap. Once the pace car reaches pit lane it will veer off and participants shall proceed with race on Green Flag, or continue at pace speed on track if waved off
3. Secondary Inspections: All vehicles recording a lap time faster than 1:20.00 during the qualifying session will be subjected to a second inspection to verify the presence of airbags or additional driver restraints in the vehicle. Vehicles lacking the required safety features will be limited to a 1:20.00 lap time. Vehicles exceeding the lap time limit after the secondary inspection shall be black flagged and removed from the competition.

8. **Annual TT/Bracket Racing Championship**

- A. The Annual Champion will be determined from the best six (6) points results that they achieved during the season.
- B. The following chart is used to award points based on finishing position and the number of cars participating in the TT/Bracket Racing class:

Number of starters	8+	7	6	5	4	3	2	1
Points for 1st	12	12	12	12	12	12	10	4
Points for 2nd	9	9	9	8	8	7	4	
Points for 3rd	7	7	6	6	4	2		
Points for 4th	6	5	5	4	2			
Points for 5th	5	4	3	2				
Points for 6th	4	3	2					
Points for 7th	3	2						
Points for 8th	2							
All other finishers	1							

C. Tie Breaker

1. In the event of a tie, the winner will be determined by the best event points during the season
 - a. If this still results in a tie, the second-best event points will determine the winner
 - b. If this still results in a tie, the third best event points will determine the winner
 - c. This scoring method will continue through remaining 6 event points until exhausted
 - d. If this still results in a tie, the best event score will determine the winner
 - e. If this still results in a tie, the second-best event score will determine the winner
 - f. If this still results in a tie, the third best event score will determine the winner
 - g. This scoring method will continue through remaining event scores until exhausted