



**2005
RULES
AND
REGULATIONS**

**Waterford Hills Road Racing, Inc.
2005 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 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.
2. If there are any rules discrepancies, the order of priority shall be as follows:
WHRRI Supplemental Regulations > WHRRI Rules & Regulations > SCCA GCR.
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, these rules shall not be modified except by 2/3 vote of the Competition Board and the Board of Directors. Car classifications and rules shall not be changed until the following year.
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. Each exception will expire on December 31 of that year.

II. CONDUCT

1. Abuse of workers and officials 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 therefrom. 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.
5. Waterford Hills is a tight, narrow 1.5-mile track, and passing can be difficult. Sections 9.1.1. and 9.1.2. of the GCR "Passing" will be strictly enforced. Unsafe passing, excessive contact, or deliberate blocking, as judged by the stewards, may result in a black flag and/or other penalties.
6. Participants shall make every effort to keep the area neat and clean.

III. COMPETITION LICENSES

1. Only members in good standing of WHRRI may hold a WHRRI competition license. There are three grades of licenses: novice, provisional and full. See WHRRI By-Laws for membership requirements.

2. Every applicant for a competition license shall obtain a physical per the 2005 SCCA General Competition Rules. A WHRRI physical form is acceptable.
3. Minors may be allowed to attend driver's school and hold a novice license if given specific permission by the Board of Directors.
4. After satisfactory completion of driver's school, each student will be issued a novice license. This will allow them to compete in WHRRI events, while being supervised by their instructor, and/or other qualified persons. Novice license holders must have a triangle in a contrasting color prominently displayed on the rear of their race car.
5. A novice license holder may be eligible to upgrade to a full competition license after finishing at least four races, and completing the required workbee time. However, the license will not be upgraded until after the September race weekend. Additionally, minors will not be eligible to upgrade until after their eighteenth birthday.
6. WHRRI licenses expire on December 31 of each year. To be eligible for a full competition license, you must have finished at least four races over two race weekends the previous year.
7. The Director of Licensing will have final authority in all license upgrades and renewals.

IV. 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 last car has cleared the grid.
5. Saturday Class races will be gridded by Saturday qualifying times.
6. Sunday Class races will be gridded based on the Saturday race finishing position.
7. Sunday Feature races will be gridded by the fastest race lap in the Class races.
8. Co-driver races are intended for co-drivers only. No primary driver may also enter his or her primary race vehicle in the co-driver race. Only one co-driver allowed per car per race weekend.
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 11:00 am Sunday.
10. Classes may be mixed, 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.

V. RESERVED PADDOCK SPACES

1. WHRRI allows some competitors to reserve a paddock space for the racing season. Drivers or entrants wishing to take advantage of this program must be current WHRRI license holders and submit an application with the appropriate fees to the program administrator at or before the April general membership meeting.
2. 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 four WHRRI events. Note: Preparing a vehicle for a friend or customer may or may not be considered a valid reason for reserving multiple spaces.
3. Up to 75 applicants will be awarded spaces strictly on the basis of applicant's WHRRI Membership number.
4. The WHRRI Top Ten drivers from each season are automatically awarded a space for the following season, provided they apply, pay the fee, and intend to compete. These will be removed from the original pool of applicants.
5. 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.
6. Paddock space reservations are valid for the WHRRI club race weekends only.
7. The WHRRI Board of Directors may award additional spaces to members they feel are especially deserving of one. These spaces will be in addition to the available spaces spelled out previously.
8. A participant may withdraw from the program any time before the third race weekend of the season and retain his eligibility to reserve a space for the following season. However, the reservation fee will not be refunded.
9. 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 in the pool. If a withdrawal comes after the second race weekend has taken place, the space will be open for the remainder of the season.
10. In order to renew a paddock reservation, the competitor must have used the spot as entrant or driver a minimum of four times during the previous season. If extenuating circumstances exist you may petition the Competition Board for a possible exception.
11. The competitor who has reserved a space will have the right of first-refusal for that spot 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 if the Competition Board decides to adjust the paddock layout.

VI. VEHICLES

1. WHRRI classes include all regional classes recognized by SCCA's Detroit Region. WHRRI also recognizes three additional classes, Spec Neon (SN - limited prep Dodge, Chrysler, and Plymouth Neon), ITD (small displacement IT cars), and IT7 (ITA Rotary-engined cars). Specific rules for all of these classes are appendices of this rule book and are available upon request. WHRRI does not recognize the "Super Production" class. There are "X" classes for cars that meet Section 17 of the GCR but fall outside current recognized classes. Before their entry is

accepted, all X class cars must be approved by the Competition Board or their designates. Classification of X Cars can be reviewed at any time. All X class cars must meet the safety rules applicable for the group they run in.

2. Club Formula Continental (CFC), ITE (large displacement IT cars), and Formula S (FS) are run according to SCCA Central Division rules.
3. Spec Miata is run per the GCR, but Waterford Hills Championship points are only awarded to cars with the Toyo spec tire.
4. 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 within 30 days of the incident.
5. All race vehicles must have WHRRI decals displayed on both sides to be eligible to run.
6. Local ordinances require WHRRI to keep noise levels at the property line below 75 dB. All cars **MUST** have an operational commercially available muffler.
7. WHRRI uses the AMB timing system. Each car shall have a unique transponder. Any car with multiple primary drivers (in the same weekend) shall have a transponder for each primary driver.

VII. IMPOUND

1. Any car that sets a new class record must report to impound.
2. The first two finishers in each class must report to impound.
3. WHRRI events do not have a minimum impound inspection or impound time. Competitors shall follow the directions of impound officials.
4. To reduce cheating and keep competition fair, WHRRI officials or the SOM 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.

VIII. 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. Stewards of the Meet (SOM) should be members of the WHRRI Competition Board. If there are not sufficient Competition Board members available, the Chairman of the SOM and Director of Racing may name appropriate substitutes.

IX. TROPHIES AND CHAMPIONSHIPS

1. Waterford Hills recognizes two individual championships, that of Class Champion and that of Overall Champion, as well as a Team Championship. 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. Finishers in co-Driver races are not

awarded points towards any championship. Trophies and Championship points are awarded by class finish, after bumping (see section IX. for bumping rules), based upon the following schedule:

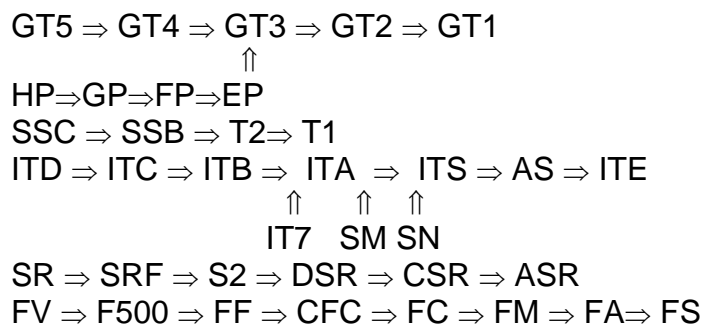
Number of starters	8+	7	6	5	4	3	2	1
Points for 1st	12*	12*	12*	12*	12*	12*	12*	6
Points for 2nd	9*	9*	9*	8*	8	7	2	
Points for 3rd	7*	7	6	6	4	2		
Points for 4th	6	5	5	4	2			
Points for 5th	5	4	3	2				
Points for 6th	4	3	2					
Points for 7th	3	2						
Points for 8th	2							
All other finishers	1							

* - trophy position

2. In Co-driver races, trophies will only be awarded to first place finishers.
3. X classes will not be awarded trophies or points towards year end championships.
4. It is an additional requirement that the driver finish a minimum of four class races in order to win either a Class Championship or the Overall Championship. In the event that this requirement is not met, the Championship will *not* be awarded.
5. 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.
6. A driver who has entered as a dual entrant may not earn double points towards the Overall Championship. The driver shall receive the better of the two points. For example, in the Saturday race, if the driver finishes first while his car is in a formula car configuration and finishes second while his car is in a sports racer configuration then only the first place points earned in the formula car configuration will be applied towards the Overall Championship. If, however, in the Sunday race the driver finishes better while his car is in a sports racer configuration rather than the formula car configuration, then the points earned while the car was in the sports racer configuration will be applied towards the Overall Championship.
7. Points earned in class races determine class championships.
8. Points earned in all races determine the overall championship.
9. 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.
10. Participation in the Team Championship is voluntary and teams will be randomly formed from those competitors who apply prior to the start of racing on the Sunday of the first race weekend. Points for the Team Championship will be handicapped based on each driver's point average. Ties for the Team Championship will be broken by using non-handicapped point totals.

X. BUMPING

1. If a class has only one starter in it, that car will be “bumped” to the next highest class (as indicated in the chart below). The bumping process will continue until a class of a minimum of two cars has been achieved. If the top of a bump group is reached without forming a class, the competitor will be considered a one car class eligible for the points shown on the chart in Trophies and the class record bonus if set, but ineligible for trophies.



2. All points earned as a result of bumping will be credited to the competitor's ORIGINAL class.
3. It may be necessary to change race groups as a result of bumping. It is the competitor's responsibility to know if this is necessary. If a competitor does not wish to change race groups as a result of bumping, he or she may choose to stay in the original race group and will be considered at the top of their bump group.

XI. PROTESTS

1. Any driver, entrant, official, or organization 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 section 13.3 of the GCR. A protest fee of \$25 shall accompany the protest.
3. Race results do not become official until all 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 conditions. 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 an SOM is an active participant, he or she shall excuse themselves from the hearing.
6. NOTE: WHRRI is a small club, and the SOM may be fellow drivers. Protest hearings are less formal than those typical of an SCCA event. Every attempt will be made to handle protests quickly, and to resolve legitimate problems fairly. Frivolous protests will be frowned upon.
7. The decision of the SOM will be provided to all affected parties.

XII. PENALTIES

1. Penalties may include: reprimand; loss of time, lap or position; disqualification, including loss of position and/or points in previous races; loss of class record set with illegal car; probation; exclusion from one or more upcoming race; suspension of competition privileges; or expulsion from WHRRI.
2. All penalties shall be decided by either the SOM or a three person committee. This committee shall consist of a Steward and two members of the WHRRI Competition Board who are not associated with the race in question.

XIII. APPEALS

1. Actions of the SOM, the Chief Steward, or other race officials, may be appealed in writing to the WHRRI Court of Appeals. Appeals must be filed per the GCR and addressed to the Chairman of the Court of Appeals, 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.

Appendix A – 2005 Improved Touring D (ITD) Specifications

Specifications

- All vehicles must be prepared to meet the 2005 SCCA Improved Touring Category Specifications (ITCS) for class ITC.
- This document should be considered a supplement to the ITCS.
- Any entrant entering one of the vehicles listed below must run in class ITD.
- WHRRI will immediately revert to SCCA's rules for ITD, if and when SCCA includes the class in the ITCS.

Vehicle Classifications

- The following vehicles are cars that SCCA has not classified but are consistent with the class philosophy. Additional specifications are per the Motor Vehicle Manufacturers Association (MVMA) published data sheets and are available upon request.

Austin/Morris Mini (68-74)

Engine Displacement - 998
Vehicle Weight -

Chevrolet Chevette (76-)

Engine Displacement – 1.4l
Vehicle Weight –

Ford Aspire (94-)

Engine Displacement - 1324
Vehicle Weight -

Geo Metro (89-93)

Pontiac Firefly (89-93)

Suzuki Swift (89-93)

Engine Displacement - 993
Vehicle Weight -

Geo Metro (89-93)

Pontiac Firefly (89-93)

Suzuki Swift (89-93)

Engine Displacement – 1.3l
Vehicle Weight -

Honda Civic (80-83)

Engine Displacement – 1335
Vehicle Weight -

Honda Civic HF (84-87)

Engine Displacement - 1342
Vehicle Weight –

Honda CRX HF (84-87)

Engine Displacement - 1342
Vehicle Weight -

Yugo GV (86-)

Engine Displacement – 1.3l
Vehicle Weight –

- The following vehicles are eligible ITC cars that shall run in class ITD. See ITCS for more complete specifications.

Austin Healey Sprite (68-69)

Engine Displacement - 1275
Vehicle Weight – 1615

Chevrolet Chevette (76-87)

Engine Displacement – 1.6l
Vehicle Weight –2130

Fiat X-1/9 (74-78)

Engine Displacement - 1290
Vehicle Weight - 2090

Ford Festiva (89-93)

Engine Displacement - 1324
Vehicle Weight - 1870

Honda Civic (73-79)

Engine Displacement - 1237
Vehicle Weight - 1710

MG Midget (68-74)

Engine Displacement - 1275
Vehicle Weight - 1615

Nissan/Datsun 1200 (71-73)

Engine Displacement - 1171
Vehicle Weight - 1740

Nissan/Datsun 210 (79-82)

Engine Displacement - 1397
Vehicle Weight - 2080

Nissan/Datsun B210 (74-78)

Engine Displacement - 1397
Vehicle Weight - 2010

Renault Alliance (83-85)

Engine Displacement - 1397
Vehicle Weight – 2070

Renault Encore (83-85)

Engine Displacement - 1397
Vehicle Weight - 2070

Renault LeCar 1.3 (76-78)

Engine Displacement - 1289
Vehicle Weight - 1910

Renault LeCar 1.4 (79-84)

Engine Displacement - 1397
Vehicle Weight - 1910

Toyota Starlet (81-83)

Engine Displacement - 1290
Vehicle Weight - 1850

Triumph Spitfire Mk III (68-70)

Engine Displacement - 1290
Vehicle Weight - 1750

Volkswagen Beetle (68-77)

Engine Displacement –1584
Vehicle Weight – 2003

Volkswagen Super Beetle (71-77)

Engine Displacement – 1584
Vehicle Weight – 1970

Yugo GV (86)

Engine Displacement – 1116
Vehicle Weight – 1850

Appendix B – 2005 IT7 Specifications

Specifications

- All vehicles must be prepared to meet the 2005 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

Mazda RX3 / RX3SP (72-78)

2 Rotor – 2292 cc

Vehicle Weight - 2280

Mazda RX4 (74-78)

2 Rotor – 2616 cc

Vehicle Weight - 2550

Mazda RX7 (12A) (79-85)

2 Rotor – 2292 cc

Vehicle Weight - 2380

Appendix C – 2005 Spec Neon (SN) Specifications

Specifications

- Any 1995-1999 Dodge/Plymouth/Chrysler Neon including ACR and R/T is eligible for Spec Neon and shall be prepared to the 2005 SCCA Improved Touring Category Specifications (ITCS) except where noted.
- Competition adjustments may be enacted by the WHRRI competition board in the event of sufficient disparity between the SOHC and DOHC models.
- Updating and backdating between any of the acceptable models is permitted.
- Minimum weight shall be 2450 lbs. with driver.
- **Safety**
 - The minimum acceptable safety requirements shall be per SCCA Showroom Stock Specifications.
 - Removal of steering lock mechanisms, addition of electrical master switch and fuel cell per Improved Touring rules is permitted and recommended.
- **Engine**
 - Both the 2.0 liter SOHC and DOHC engines are allowed and shall be prepared per ITCS.
 - Mopar Performance or similar PCM replacement modules are permitted.
 - Mopar Performance Front Motor Mount permitted (P5007027).
 - Mopar Performance Engine Bobble Strut permitted (P5007028).
 - Exhaust manifold shall be original equipment. Porting of exhaust manifold is permitted.
 - Engine and accessory Under Drive Pulley's are open to aftermarket replacements
- **Transmission**
 - Any Neon New Venture Gear transmission permitted. (1995-1999)
 - Any Limited Slip or welded differential is permitted.
 - Final drive ratios shall be either 3.55:1 or 3.94:1.
 - Use of "short throw" shifter kits is permitted.
- **Suspension**
 - Struts shall be either OEM, aftermarket (Yellow) Koni Adjustable, or OEM 1995-1996 Neon ACR Arvin struts.
 - Daimler-Chrysler P-body steering knuckles, hubs and wheel bearings are permitted for durability. ACR spec hubs (P5007314) are required for safety if the P-body setup is not used.
 - Either power or non-power steering is permitted.
 - Mopar Performance (P5007045) Bushing Kit or Energy Suspension equivalent is permitted.
 - All vehicles must use the following components:
 - Mopar Performance High Rate Springs (P5007003 front/P5007005 rear)
 - Mopar Performance 22 mm Rear Sway Bar (P5007041)
 - Stock Neon ACR 22 mm Front Sway Bar
 - Use of aftermarket rear sway bar mounts is permitted. Mounts must maintain original mountingpoints and original location of the sway bar.
 - Wheel alignment is unrestricted.
 - No other suspension modifications are permitted.

- **Wheels**
 - Any 14x6 OEM wheel from the '95-'99 Neon production run:
 - '95-'96 ACR/Sport
 - '97-'99 ACR/Sport
 - '98-'99 R/T
- **Tires**
 - All Spec Neon competitors shall use one of the following tires. All four tires on the vehicle must be of the same brand:
 - Kumho Victoracer V700 205-55/14 or 195-55/14
 - Toyo RA-1 205-55/14 or 195-55/14
- **Brakes**
 - Brakes shall be per SCCA Improved Touring rules.
- **Interior**
 - Interior requirements shall be per SCCA Improved Touring Specifications.
 - The heater core and blower assembly may be removed.
 - Data acquisition systems are not allowed except for lap time display only.
- **Exterior**
 - Exterior requirements shall be per SCCA Improved Touring Specifications.