



# 2024 Jerry Shiloff Memorial Race

Detroit SCCA Regional Road Racing Qualifier And Bracket Race Weekend

Hosted by Waterford Hills Road Racing

**Waterford Hills Road Racing Track - Clarkston, Michigan May 25-26 2024**

## Supplemental Regulations

Sanction Numbers: Regional Road Race – 24-R-61811 Bracket Race – 24-TTRG-63169

This event is held under the 2024 SCCA General Competition Rules (GCR), the SCCA Time Trials Rules and any amendments posted in Fastrack plus these supplemental regulations. Find more information here: <https://www.scca.com/pages/cars-and-rules>. For more information on pit, paddock, track specific, or regional class rules based on WHRRI formats, please see WHRRI's Rules and Regulations and Supplemental Regulations at <http://www.waterfordhills.com/forms.html>. This event is a Great Lakes Division Regional Championship Series event. Series rules and series classes' rules are available on the GLDiv Website at <https://www.gldsc.ca.com/>.

### REGISTRATION:

**1 Drivers and all crew must register online at [www.motorsportreg.com](http://www.motorsportreg.com). We will continue to use the SpeedWaiver Process in 2024 and beyond, if you do not have a 2024 SCCA Annual Waiver verified on your membership card please see <https://drsc.ca.speedwaiver.com/meruv> to sign the online waiver.** In an effort to relieve congestion at the paddock gate, registration will take place in the Press Room in the Tower. Stop at the gate, sign the WHRRI waiver, proceed to your paddock area and get set up. Then you and your crew MUST come to registration, sign in and get your wristband. Hours of registration will remain the same. All workers, drivers and crew MUST go through SCCA registration.

1 DAY - 1 DRIVER - 1 CAR - 1 CLASS	\$235	SRF, SRF3, FE, FE2 – PER WEEKEND	\$30
+ ADDITIONAL CLASS - 1 DAY	\$125	Late fee (entry received Tuesday, May 21, 2024 or later)	\$75
2 DAYS - 1 DRIVER - 1 CAR - 1 CLASS	\$405	Returned checks	\$30
+ ADDITIONAL CLASS - 2 DAYS	\$210	Transponder Rental	\$40
Spec Miata Invitational Race	\$25		

Any questions may be directed to the Registrar, Mary Shiloff, phone: 810-278-1708, email: [mshiloff@comcast.net](mailto:mshiloff@comcast.net)

**2 ONLINE ENTRIES CLOSE: Monday, May 20, 2024 @ Midnight.** Contact the Chief Registrar after that date to enter.

**3 Cancellation Fee Policy:** A cancellation fee will not be assessed if the cancellation notice is made prior to the close of online registration at midnight on Monday, May 20, 2024. Once online registration closes there will be a cancellation fee of \$50. This is necessary because it requires extra effort on our Registrar and Treasurer's part to process the cancellation so close to the event. **There will be no cancellation fees for anyone who feels ill.** Please let the registrar know and we will process a refund. Please, if you feel you have **ANY** Covid-19 related symptoms, take advantage of this program.

**4 Late Fee Policy:** There will be a late entry fee of \$75 assessed if an entry is received after the close of online registration at MIDNIGHT on May 20, 2024. This is necessary because it requires extra effort on our Registrar's part to hand process the entry after online registration is closed.

**5 ENTRY FEE PAYMENT:** Drivers must complete their registration online, via the motorsportsreg.com website and pay by credit/debit card. **An entry is not considered official unless accompanied by full payment of the entry fee.** There will be no registrations accepted at the track. If you are registering 2 drivers for one car, both parties must register and present information to registrar at the same time.

**6 PASSES:** Each entry receives four (4) passes, including the driver and entrant. Workers, guests, and crew must sign for their own passes and must arrive while Registration is open. Drivers must present their current hard card competition license when registering. SCCA members must present a valid membership card for admission. Workers and members are limited to one guest each. Workers must present their license and membership card at registration. All workers and guests must register online prior to the event.

**7 REFUNDS:** No refunds will be granted for cars that have been on track, no shows, or weather. Driver/entrant must notify Registration (before leaving the track) for cars that do not pass tech to receive a refund.

**8 DRIVER ELIGIBILITY:** Drivers must be a current member of SCCA and have a current SCCA (or WHRRI) Full Competition, SCCA Pro License, SCCA (or WHRRI) Novice Permit, or other license referenced by GCR 3.1.2.B & C and Appendix C.2.8.B to participate in this event. If you do not have the proper credentials, it is your responsibility to contact the Registrar prior to the event. Competitors whose licenses are pending must call the Registrar by May 20, 2024 so that the license can be confirmed. If your membership and/or license cannot be verified, you will be required to complete and sign a Statement of Fact Affidavit, along with paying a \$100 deposit, of which \$75 is refundable upon verification.

**9 CAR ELIGIBILITY:** Competition is open to all cars conforming to the GCR, as amended in the event class list below, to those supplemental classes listed in the 2024 Great Lakes Division Regional Series Rules. All cars are required to use a fully operational AMB TranX260 transponder. The location of the transponder tester is the tech inspection area, and it will be staffed the same hours as the scales. The driver is responsible for providing correct information to Timing & Scoring. Transponders are available to rent from WHRRI, if necessary, for a \$40 dollar fee.

## **Competition Rules:**

**1 SPEC RENAULT:** The WHRRI Rules for Spec Renault can be found here:  
<http://www.waterfordhills.com/data/downloads/2024-WHRRI-Rules-and-Regs.pdf>

**2 WHRRI BRACKET RACING:** In 2024 and beyond, WHRRI Bracket Racing will be joining the schedule of events. This session will be run under the current Waterford Hills Road Racing Rules found here in Appendix C:  
<http://www.waterfordhills.com/data/downloads/2024-WHRRI-Rules-and-Regs.pdf>. This group will be awarded Season points in the Detroit Regional Series by the SCCA, will be awarded trophies as per event guidelines, and points will be calculated by WHRRI for their season championship ruleset. Registration for this group can be found here:  
Saturday, May 25, 2024 - <https://www.motorsportreg.com/events/waterford-hills-bracket-race-3-142733>  
Sunday, May 26, 2024 - <https://www.motorsportreg.com/events/waterford-hills-bracket-race-4-775395>

**3 COMPETITION NUMBERS:** Correct number must be on car prior to tech. Cars with incorrect numbers will be black flagged. We will be using WHRRI's reserved numbers for this event. Confirmation email will be sent only if a driver's first choice of number is unavailable.

**4 IMPOUND: All Sessions/Races: All competitors in each class MUST report to impound/tech immediately following the completion of their cool off (or checkered flag) lap. All finishers may be held, weighed, and/or checked for rule compliance.** Disabled cars will be brought to TECH to be inspected and may be returned to its pit spot at the discretion of the Chief of Tech or Director of Racing.

**5 GRID:** Starting positions for the Saturday Qualifying session will be based on how the competitors arrive to grid. Starting positions for the Saturday Race will be determined by the fastest time recorded for each driver/car during the preceding qualifying session. Starting positions for the Sunday qualifying (WHRRI Points Race) will be determined by the finishing position in the Saturday Race. Starting positions for the Sunday Race will be determined by each driver's fastest lap time from the two previous sessions. All cars must be at the grid at the 5-minute call. Cars arriving late to grid may, at the discretion of the Operating Steward, be held and released either at grid or at pit out at the end of the pack after the field has completed the pace lap.

**6 RACING SURFACE:** The marked zone on the left of the front straight (start finish straight) may not be used to gain position. This space is maintained ONLY as an escape route for emergency maneuvers, if necessary. If a car crosses into this lane to pass, that car may be black flagged or time penalties may be applied, unless avoiding an incident.

**7 ON COURSE DRIVER CONDUCT and CONTACT:** Refer to GCR Section 6.11.1 E. ANY on track body contact (including contact during drafting) will be investigated. If you are involved in ANY contact, you **MUST** report to impound (next to the tech area), which is the designated incident investigation site at the conclusion of your session/race. WHRRI rules require an incident report to be filed by any racer involved in on-track body contact. Forms available at tech area.

**8 PASSING UNDER YELLOW FLAG:** All drivers shall follow GCR Section 6.1.1.B. All passes under yellow will be investigated. A verified violation of this section will result in penalties as outlined in the 2024 Standard Penalty Guidelines. Passing in areas where workers are present, along with the Standard Penalty Guidelines, may also result in being placed on probation at the discretion of the Chief Steward or SOM Committee.

**9 RACE LENGTH:** Saturday qualifying sessions will be 20 minutes. Saturday Points Races will be 12 laps or 20 minutes (whichever comes first). Sunday WHRRI Points Race/Sunday SCCA Qualifying Race will be 10 laps or 20 minutes (whichever comes first). Sunday Points Races will be 12 laps or 20 minutes (whichever comes first). Times may be adjusted based on track clean-up or other delays, as necessary. Changes may be made to this schedule by race officials, including on the day of the event, based on logistical needs.

**10 RESULTS:** Qualifying, provisional, and final results will be posted at the Tower (Driver Info).

#### **11 SOUND CONTROL:**

- A. Sound control will be **strictly** enforced for this event.
- B. Sound Rules are measured at the property line of the track.
- C. Participants must comply with the sound limit specified in the WHRRI Rules and Regulations (**75 dBa**).
- D. Cars exceeding **74dBa** in a session will be shown the closed black flag and the sound board.
- E. If a reading greater than **75dBa** is recorded in that session, the car will be black flagged, and the driver **must** report to the pits **IMMEDIATELY**, even if the session is not yet complete. The car may not return to the track until corrective steps have been taken, and the car checks in at tech.
- F. Any Competitor that is shown an open black flag for a Violation will have only **ONE OPPORTUNITY** to correct the issue, if a second open black is shown, that car will be removed from competition for the remainder of the day.
- G. Refunds will not be issued for sound violations.
- H. This is a policy in line with the local ordinances and must be followed at all times by the track.
- I. **No Race Engines Are to be Running before 10:00AM or after 6:00PM.** This is a part of the WHRRI Sound Ordinance and will be strictly enforced.
- J. If a car is driven to the track under its own power, it will have the opportunity to drive to its paddock spot and must be shut off immediately. If the car will be driven home under its own power, it is strongly recommended this car is off the track grounds by 6:00 PM but will have one opportunity to be started to leave the track, if necessary. This rule only applies to cars that are street legal.
- K. All cars are required to have a commercially available muffler installed inline with the exhaust system. The use of loudspeakers and any amplification devices are also regulated to the same hours as vehicles. Classes with Spec mufflers (i.e. SRF, FM) will need to still adhere to their spec exhaust regulations. It is recommended that SRF Gen3 uses P/N G1190524 "quiet muffler" as basis for the exhaust system.
- L. Sound devices placed downstream of required exhaust systems will not affect this car's eligibility for competition for this race.

#### **PADDOCK RULES:**

1. Paddock speed limit is **5 mph** and will be enforced.
2. Space in the paddock is limited, so everyone will need to do their best to share space and follow the paddock map. It is recommended to share paddock space and resources so everyone can benefit. Waterford Hills maintains reserved spots in the paddock, find map of spaces here: <http://www.waterfordhills.com/forms.html>.

3. Based on the amount of registrations, paddock spaces may be assigned to racers. If paddock spaces are assigned, entrants will be limited to 1 support vehicle for this weekend. If assigned spaces are required, those WHRRI reserved spaces will be released, and these spots will be reassigned by WHRRI as necessary to maintain order.
4. No bicycles, skateboards, or other pit vehicles are allowed on the Oakland County Sportsman's Club grounds.
5. All vehicles within the paddock must display an event vehicle pass and be within their designated paddock area or they will be required to be removed.

**6 TIRE VENDOR:** There will be a tire vendor available at the track. Please contact Ken Berman with Motorsport Tire 2 by phone at 248/595-9953 or by email at [Kenneth.Berman@att.net](mailto:Kenneth.Berman@att.net).

**7 RADIO FREQUENCIES:** WHRRI operates on the following radio frequencies: 461.61250, 463.38750, and 463.81250. These may be monitored but may not be used for communication by anyone other than officials.

**8 TEST DAY:** Contact the track for details about an available test day scheduled Friday, May 24. This day is not sanctioned by the SCCA or Detroit Region SCCA.

**9 PERSONNEL SAFETY: Covid-19 Road Race Event Guidelines:** <https://www.scca.com/pages/club-racing>. We will be following all current guidelines. Please see the SCCA Website for up to date information about these requirements.

**10 Notice to Participants:** *In light of the COVID-19 situation, every attempt will be made to minimize the risks of exposure to the virus. Ultimately, it is your responsibility to assess the risk to you, whether it be on-track or off, and to make the decision on whether or not to participate. If you are sick or experiencing symptoms such as fever, cough, or shortness of breath, please stay home.*

## **Race Groups:**

**1 Groups are limited by Insurance Requirements to Track Length.** WHRRI can only accommodate 35 cars per group. Entries will be capped per group to 35. Please contact the Racing Director or Registrar with any questions.

GROUP 1	ITB, ITC, IT7**, B-SPEC, STL, T3
GROUP 2	GT1, GT2, GT3, ITR, ITE**, SP**, T1, T2, GTA**, GTX, STU, AS
GROUP 3	SM, SM5, SMX*
GROUP 4	FA, FB, FC, FE/(2), FV, FF, F6, FM, FS, FST, CFC**, ASR, P1, P2, S2**
GROUP 5	ITA, ITS, EP, FP, HP, T4, GTL
GROUP 6	SR, SRF, SRF-3
GROUP 7	WHRRI Bracket Racing Program - Time Trials Sanction #
GROUP 8	Spec Miata Invitational

**\*\* = Great Lakes Division Regional Classes \* = WHRRI Specific Classes**

**2 Groups are subject to change with entries,** as necessary, to ensure the safest and best racing possible for competitors. For example, based on entries, Group 4 may be split into two groups based on closing speed differentials.

**3 SEAMLESS QUALIFYING:** Each race group will get their own qualifying session. However, cars stranded off the racing surface may not be retrieved until the end of their seamless qualifying session.

**4 Drivers running for WHRRI Points:** e.g., ASX, F5 (2-Cycle), F5 (4-Cycle); will run with their SCCA Parent class. E.g., ASX runs with AS. F5 cars run with F6"

## SCHEDULE:

**1 Schedule** is subject to change at any point during the day. Scheduled session times are approximate and are for planning only. Please be aware of which group is on track and listen to the PA announcements. The schedule may vary based on the forces of nature and on-track incidents. Race Groups listed below are also subject to change. In an effort to maintain safety for all cars on course, groups may be adjusted to ensure groups with large speed and/or car discrepancies are maintained.

<b>FRIDAY PLANNING SCHEDULE - TIMES ARE APPROXIMATE AND SUBJECT TO CHANGE</b>		
5:00 PM - 8:30 PM	REGISTRATION	IN THE TOWER - PRESS ROOM (SpeedWaiver or SCCA Annual Waiver Required) SpeedWaiver link: <a href="https://drscga.speedwaiver.com/meruv">https://drscga.speedwaiver.com/meruv</a>
5:30 PM - 8:30 PM	TECH OPEN	AT TECH SHED IMMEDIATELY BEHIND THE TOWER

<b>SATURDAY PLANNING SCHEDULE - TIMES ARE APPROXIMATE AND SUBJECT TO CHANGE</b>		
7:00 AM - 9:30 AM	REGISTRATION	IN THE TOWER - PRESS ROOM (SpeedWaiver or SCCA Annual Waiver Required) SpeedWaiver link: <a href="https://drscga.speedwaiver.com/meruv">https://drscga.speedwaiver.com/meruv</a>
7:00 AM - 9:30 AM	TECH OPEN	AT TECH SHED IMMEDIATELY BEHIND THE TOWER
9:30 AM - 9:40 AM	DRIVERS MEETING	AT THE BLEACHERS NORTH OF THE TOWER
10:00 AM	WHRRRI Bracket Racing Drivers Meeting	IN THE TOWER PRESS ROOM
Around 12:30 PM/ Immediately after Group 7 Qualifying	WHRRRI Bracket Racing Drivers Meeting	AT THE BLEACHERS NORTH OF THE TOWER
Around 1:40 PM/ Immediately after Lunch	WHRRRI Bracket Racing Drivers Meeting	IN THE TOWER PRESS ROOM

***NO RACE ENGINES TO BE STARTED PRIOR TO 10 AM OR AFTER 6:00 PM***

10:10 AM	GROUP 1 & 2	SEAMLESS QUALIFYING SESSION (20 MINUTES EACH GROUP)
	GROUP 3 & 4	SEAMLESS QUALIFYING SESSION (20 MINUTES EACH GROUP)
	GROUP 5 & 6	SEAMLESS QUALIFYING SESSION (20 MINUTES EACH GROUP)
	GROUP 7	WHRRRI BRACKET QUALIFYING (20 MINUTES EACH GROUP)
Around 12:30 PM	LUNCH BREAK - PARADE LAPS	
Around 1:40 PM	GROUP 1	SATURDAY RACE (12 LAPS OR 20 MINUTES)
	GROUP 2	SATURDAY RACE (12 LAPS OR 20 MINUTES)
	GROUP 3	SATURDAY RACE (12 LAPS OR 20 MINUTES)
	GROUP 4	SATURDAY RACE (12 LAPS OR 20 MINUTES)
Around 3:00 PM	WORKER BREAK - PARADE LAPS	
	GROUP 5	SATURDAY RACE (12 LAPS OR 20 MINUTES)
	GROUP 6	SATURDAY RACE (12 LAPS OR 20 MINUTES)
	GROUP 7	WHRRRI BRACKET RACE (12 LAPS OR 20 MINUTES)
	GROUP 8	SPEC MIATA INVITATIONAL RACE (15 LAPS OR 25 MINUTES)
6:00 PM FIRM	TRACK COLD	

<b>NO RACE ENGINES TO BE STARTED PRIOR TO 10 AM OR AFTER 6 PM</b>		
<b>SUNDAY PLANNING SCHEDULE - TIMES ARE APPROXIMATE AND SUBJECT TO CHANGE</b>		
7:00 AM - 9:30 AM	REGISTRATION	IN THE TOWER - PRESS ROOM (SpeedWaiver or SCCA Annual Waiver Required) SpeedWaiver link: <a href="https://drscga.speedwaiver.com/meruv">https://drscga.speedwaiver.com/meruv</a>
8:30 AM - 11:00 AM	TECH OPEN	AT TECH SHED IMMEDIATELY BEHIND THE TOWER
10:00 AM	WHRRRI Bracket Racing Drivers Meeting	IN THE TOWER PRESS ROOM
Around 12:30 PM/ Immediately after Group 7 Qualifying	WHRRRI Bracket Racing Drivers Meeting	AT THE BLEACHERS NORTH OF THE TOWER
Around 1:40 PM/ Immediately after Lunch	WHRRRI Bracket Racing Drivers Meeting	IN THE TOWER PRESS ROOM
<b>NO RACE ENGINES TO BE STARTED PRIOR TO 10 AM OR AFTER 6 PM</b>		
10:10 AM	GROUP 1	SUNDAY QUALIFYING (WHRRRI RACE) (10 LAPS OR 20 MINUTES)
	GROUP 2	SUNDAY QUALIFYING (WHRRRI RACE) (10 LAPS OR 20 MINUTES)
	GROUP 3	SUNDAY QUALIFYING (WHRRRI RACE) (10 LAPS OR 20 MINUTES)
	GROUP 4	SUNDAY QUALIFYING (WHRRRI RACE) (10 LAPS OR 20 MINUTES)
	GROUP 5	SUNDAY QUALIFYING (WHRRRI RACE) (10 LAPS OR 20 MINUTES)
	GROUP 6	SUNDAY QUALIFYING (WHRRRI RACE) (10 LAPS OR 20 MINUTES)
	GROUP 7	WHRRRI BRACKET QUALIFYING (20 MINUTES EACH GROUP)
Around 12:30 PM	LUNCH BREAK - PARADE LAPS	
Around 1:35 PM	GROUP 1	SUNDAY POINTS RACE (12 LAPS OR 20 MINUTES)
	GROUP 2	SUNDAY POINTS RACE (12 LAPS OR 20 MINUTES)
	GROUP 3	SUNDAY POINTS RACE (12 LAPS OR 20 MINUTES)
Around 3:30 PM	WORKER BREAK - PARADE LAPS	
	GROUP 4	SUNDAY POINTS RACE (12 LAPS OR 20 MINUTES)
	GROUP 5	SUNDAY POINTS RACE (12 LAPS OR 20 MINUTES)
	GROUP 6	SUNDAY POINTS RACE (12 LAPS OR 20 MINUTES)
	GROUP 7	WHRRRI BRACKET RACE (12 LAPS OR 20 MINUTES)
6:00 PM FIRM	TRACK COLD	
<b>NO RACE ENGINES TO BE STARTED PRIOR TO 10 AM OR AFTER 6 PM</b>		

<b>RACE OFFICIALS</b>	
CHIEF STEWARD	Tom Van Camp
OPERATING STEWARDS	Scott Chaiken
	Todd Robbins - WHRRI
	John Marchione
BLACK FLAG STEWARDS	
SAFETY STEWARD	Ann Burke
CHAIRMAN - SOM	Doug Mitchell
SOM	
RACE CHAIR	Jay Pistana - 586-864-5734
CO-RACE CHAIR	Nick Aranda (SCCA) Cell: 480-745-0702 Email: <a href="mailto:CorporateSponsorRacing@Gmail.com">CorporateSponsorRacing@Gmail.com</a>
WHRRI BRACKET RACING CHIEF	Brandon Collier - <a href="mailto:bmcpvs@gmail.com">bmcpvs@gmail.com</a> Brett Decker <a href="mailto:Bracketracing@waterfordhills.com">Bracketracing@waterfordhills.com</a>
CHIEF OF GRID	Nancy Dunn
CHIEF REGISTRAR	Mary Shiloff 810-278-1708 <a href="mailto:mshiloff@comcast.net">mshiloff@comcast.net</a>
CHIEF OF TIMING AND SCORING	Franz Leider
CHIEF OF F&C	Cindy Wisner
CHIEF OF PACE	Merritt Scott Collins
CHIEF OF ES/FIRE/RESCUE	Rick Stockton
REGIONAL EXECUTIVE – DETROIT	Alejandro DellaTorre
PRESIDENT – WHRRI	Brian Murphy

## Appendix C: Time Trial/Bracket Race Rules

### 1. Definition & Purpose

- a. The Time Trials/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 3 closest lap times to their Dial-In will be declared the winner.

### 2. Participant Qualification

- a. Approved Drivers
  - i. Waterford Hills OTD 'graduates'
    1. HPDE4 is the most experienced run group in the OTD program with the most passing privileges
    2. HPDE2, HPDE3, and HPDE4 drivers are qualified after a safe full weekend in their HPDE (most experienced) run group.
    3. The OTD chair will maintain a list of qualified TT drivers.
  - ii. Current Competition licensed drivers are eligible to participate without the instructor buy off ride, 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. Passengers – Waterford Hills approved instructors are permitted in vehicles during the practice sessions.
  - i. All instructors must be approved by the Bracket Race Chair and possess an instructor wrist band.
- e. E. 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)
- f. All drivers must attain a dial-in time LOWER (read "faster") than 1:32:00.
  - i. This time will be adjusted in case of inclement weather.
  - ii. The lap time spread will be targeted to a 20 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. i. Open wheel cars are not allowed.
  - ii. ii. Sports Racers are not allowed.
- b. If a car will be required to carry a passenger it must have same level of restraints in passenger side as driver side
- c. All cars are required to have a functional transponder in accordance with Section VI.8.
  - i. Transponders will be available for rent. It is the driver's responsibility to obtain and install them prior to the first on-track session.
- d. Class letters and numbers will be applied to windows of the vehicle by Waterford Hills officials after successfully completing a technical inspection
- e. Good condition, working seat belts.
- f. Convertibles must have a steel roll bar (factory installed fixed and active roll bars are permitted)
- g. 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.
- h. 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
- i. 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 if you have questions on your vehicle.
- j. Local ordinances require WHRRI to keep noise levels at the property line below 75 dB. All cars MUST have an operational commercially available muffler.
- k. 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 (SA2015, SA2010, SAH2010, SA2005, M2015, M2010, M2005, K2015, K2010, K2005), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A, ECE R22.05, FIA standards 8859-2015, 8860-2010, 8860-2004, or British spec BS6658-85 type A are acceptable.
- 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.
  - i. Face shield, goggles or similar face protection is also required.
  - ii. Conventional eye glasses are not sufficient.

#### 5. General Rules

- a. No passengers are allowed except for instructors during the practice session
- 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:

- i. Drivers will pick one Dial-In Time for the day
- ii. 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.
- iii. Dial-In times will be rounded to the 1/1000th of a second (ex: 1:25.101)
- iv. 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.
- v. Dial-In times must be submitted prior to the cut-off time posted by the Bracket Race Chair.
  1. 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

- i. 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 =  $\text{Sum}((\text{ABS}(\text{Closest Lap} - \text{Dial-in})) + (\text{ABS}(\text{2nd Closest Lap} - \text{Dial-in})) + (\text{ABS}(\text{3rd Closest Lap} - \text{Dial-in})) + \text{Penalty})$
- ii. 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.
- iii. The driver with the lowest combined score wins.
  1. 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.
    - a. Example:
      - i. Driver 1:  $.020 + .018 + .010 = 0.048$
      - ii. Driver 2:  $.020 + .016 + .012 = 0.048$
    1. Driver 1 had the best single score of .010, so Driver 1 is declared the winner
  2. If this still results in a tie, the second best lap score will determine the winner
  3. If this still results in a tie, the third best lap score will determine the winner
  4. If this still results in a tie, the fourth best lap score will determine the winner
  5. If this still results in a tie, the comparison will continue through the remaining laps until unique times can determine the winner
  6. Drivers can be faster or slower than their Dial-In time. The deviation will be calculated as an absolute value.
  7. If a driver fails to turn the minimum laps in any session (DNS), that driver will not be scored for that competition.
  8. Minimum lap counts (typically 3) for sessions may be adjusted to account for track maintenance or timing issues.
    - a. Scoring examples:
      - i. Dial-In: 1:30.0
        1. 1st best Lap of the session: 1:30.003
        2. 2nd best lap of the session: 1:30.020
        3. 3rd best lap of the session: 1:29.100
        4. Driver's Session Score: 0.923
      - ii. Dial-In: 1:20.0
        1. 1st best Lap of the session: 1:20.000
        2. 2nd best lap of the session: 1:18.500

3. 3rd best lap of the session: 1:22.065
4. Driver's Session Score: 3.565
- iii. Dial-In: 1:25.0 [Driver was 10 minutes late reporting dial in time]
  1. 1st best Lap of the session: 1:24.910
  2. 2nd best lap of the session: 1:25.250
  3. 3rd best lap of the session: 1:26.080
  4. Driver's Initial Session Score: 1.420
    - a. Penalties (0.1 second for cutoff and 0.1 second for the 10 minute mark)
  5. Driver's Session Score: 1.620

## 7. Operations

- a. General Operations
  - i. There will be a separate and mandatory TT/Bracket Racing meeting from the main driver's meeting
  - ii. TT/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
  - i. Practice Session: AM
    1. Cars will grid on a first come, first served basis
    2. Approved Drivers: Practice, check your lap time to help choose your Dial-In
    3. Un-Approved Drivers: Will get a qualified driver to verify skills and approve for competition. Laps will be timed to aid in choosing Dial-In time.
    4. Secondary vehicle inspections upon completion of practice session (if required)
  - ii. Timed Sessions: PM
    1. Cars gridded based on Dial-In times. Fastest cars at the front of the field.
- c. Session Operation
  - i. Participants may be split up into multiple sub groups to maximize full speed runs without cars getting lapped.
  - ii. If this occurs, all drivers will still be scored as one TT/Bracket Racing class.
  - iii. Start of Race session:
    1. Cars will follow the pace car in a single file formation for one lap.
    2. 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
  - iv. Secondary Inspections:
    1. All vehicles recording a lap time faster than 1:20.00 during the practice session will be subjected to a second inspection to verify the presence of airbags or additional driver restraints in the vehicle.
    2. Vehicles lacking the required safety features will be limited to a 1:20.00 lap time.
    3. Vehicles exceeding the lap time limit after the secondary inspection shall be black flagged and removed from the competition.