

PHA-SCCA 2010 Polish Mountain Hillclimb, Flintstone, MD – August 7-8, 2010
Hosted by National Road Autosport • Sanctioned by Steel Cities Region SCCA
An SCCA NEDIV Time Trials Championship/MATTS Series Spectator Event
SANCTION NO. 10-HC-1089-S • SCCA Time Trials Rules apply
ENTRY FEE \$150.00 LATE ENTRY \$165.00

EVENT OFFICIALS

SCCA COORDINATORS	RAY COLBERT & BILL HERBAUGH
CO-CHIEF STEWARD	MIKE CONNELLY
CHIEF SAFETY STEWARD	TBA
CHIEF TECH INSPECTOR	KURT EIKENBERG
CHIEF TIMING & SCORING	NELSON KASE
REGISTRAR	MIKE ANCAS
DRIVING INSTRUCTOR	JOHN PITTMAN

THE COURSE AND PADDOCK/CAMPING VENUE

1.2 miles long, on Gilpin Road. A nine turn, asphalt road course with a 500 foot elevation change. The hill road surface is in excellent condition. Trophies will be given for the fastest time in each class for the weekend. ON FRIDAY AND SATURDAY, A QUIET TIME WILL BE OBSERVED AFTER 11 P.M.; NO GENERATORS, MUSIC, ETC. AFTER THIS TIME.

SCHEDULE OF EVENTS

Friday, August 6

6:00-9:00 PM Registration and Tech Inspection at Flintstone VFD. Kick-off party.

Saturday, August 7

7:30 AM - 12:00 PM Registration and Tech Inspection in the pit area.

8:00 AM - Novice Instruction (MANDATORY)

8:30 AM - Driver's Meeting (MANDATORY FOR ALL DRIVERS)

9:00-10:00 AM - Touring Runs

10:00 AM – 4:30 PM - Timed Runs – As many as conditions and time allows with a lunch break approximately at noon

Saturday and Sunday Run Groups:

Group 1: Showroom Stock, Street Prepared, Street Modified, Improved Touring, American Sedan, Spec Miata, Rally, Vintage, Historic and 2 driver cars from Group 2

Group 2: Production, Sports Racer, Spec Racer, Specials, Solo V, All Formula, GT, INEX and 2 driver cars from Group 1

6:30 PM - Dinner and Party at Flintstone VFD. Extra party tickets are \$20 each.

Sunday, August 8

(Tech inspection prior to the driver's meeting and by appointment only)

8:30 AM - Driver's Meeting (MANDATORY FOR ALL DRIVERS)

9:00 AM-5:00 PM - Timed Runs – As many as conditions and time allows with a lunch break approximately at noon

Trophy Presentations at the Pits 30 minutes after the final run.

2010 TIME TRIALS SUPPLEMENTARY REGULATIONS

Polish Mountain Hillclimb, Flintstone MD, August 7-8 2010

Sanction # **10-HC-1089-S**

This event is run under the SCCA Time Trials rules.

APPLICATION: Application blanks must be filled in completely and returned to the respondent indicated on the entry blank. Payment in the form of check or money order or cash (if paid in person) must accompany the completed application form. Entries will be accepted on a first come first served basis. Refunds for cancellations will be at the discretion of the Event Organizer. Each driver must submit a separate application. Two drivers per car will be permitted. If there are any questions or special requests, contact the Organizer whose name and telephone number are listed on the entry form.

ENTRY LIMITS: The first 100 paid entries will be firm entries. All applications postmarked before the specified date (if any) will be considered early entries and will be given an early entry discount.

DRIVER ELIGIBILITY: Open to all SCCA Time Trial License holders, Time Trial Novice Permits, Club Racing Competition License and Club Racing Novice Competition Permits as well as competition licenses recognized by the SCCA. Every driver regardless of competition license or novice permit must be a member of SCCA. All drivers must present a valid state driver's license along with their competition license and current SCCA membership card at registration.

PIT AREA: Only competition cars will be allowed in the pit area. No alcoholic beverages are permitted in the pit area during hours of competition. Failure to comply will result in disqualification. No motorized vehicles may be operated by anyone not holding a valid state-issued driver's license before during and after the event.

DRIVER CONDUCT: All drivers are expected to display patience and courtesy. Cars will return to the pits on the return road and must slow down when exiting the road into the pits. BE AWARE AT ALL TIMES FOR FOOT TRAFFIC IN THE PITS. Attendance at the Driver's Meeting is mandatory each day, failure to attend may result in the loss of timed runs.

TECHNICAL INSPECTION: In accordance with the TIME TRIALS RULES (TTR), a full safety check of your car will be made before you will be permitted to compete. All vehicles will be subject to technical inspection at this event. Hardtops and sunroofs must be removed and/or securely fastened. Convertible tops must be down and securely fastened. Roll bars and Roll Cages must conform to the TIME TRIALS RULES. All forward facing glass lights must be taped. Five or six point driver restraint systems are required. First time entrants may have full tech, certification and purchase vehicle logbooks at the event. Vehicle log books are mandatory.

CAR AND DRIVER TECHNICAL REQUIREMENT: All personal and car safety equipment must comply with the current TIME TRIALS rules.

DISQUALIFICATIONS: Any car using any road other than the return road or the course (if required to turn around) to return to the start will automatically be disqualified unless a separate return route had been designated by the event Chief Steward. Any driver found to have received any tickets for traffic violations on the course while it is open to the public, if applicable, will be disqualified. Drivers are also responsible for their service vehicles, any support or service vehicle found racing on any public road or access road during the course of the event will cause his driver to be disqualified. Any driver bringing an unauthorized passenger in his/her competition vehicle from any area of the course will be disqualified.

RUNNING OF CLASSES: All entrants must run in their designated groups. (Exceptions for good and sufficient reason will be considered.)

RUNS:

- a. A rolling start will be used with electronic timing.
- b. MANDATORY SHUT DOWN IS REQUIRED IMMEDIATELY AFTER THE FINISH LINE (except for track events).
- c. If a RED FLAG is displayed, you MUST STOP immediately and await further instructions from the event officials team.
- d. An orientation run will be provided to Novices before timed runs commence on Saturday. Familiarization runs for other drivers may be provided upon request to the Chief Steward.
- e. Registration and Tech will close at 12:00 noon on Saturday (if a two day event). Exceptions by appointment only and at the discretion of the event organizer and tech inspector.

CAR NUMBERS: Car numbers and class letters must conform to TTR specifications and shall be affixed to body panels rather than glass. Two driver cars are responsible for changing numbers between runs. Time will be assigned to the number on the car.

TROPHIES: 1st through 3rd event plates will be awarded for 1st through 3rd place in each class; all other entrants will receive an event participant plate.

OTHER SUPPLEMENTAL REGULATIONS:

- a. Catch tanks are required on all cars with altered cooling systems.
- b. ARM RESTRAINTS are MANDATORY for all drivers in open cars. WINDOW NETS or ARM RESTRAINTS are MANDATORY for all drivers in sedan type cars.
- c. In car cameras must be securely mounted to the vehicle and will be inspected during the Tech process. Camera mountings deemed unsafe will not be permitted during competition. Camera MUST be mounted at tech for approval.
- d. All drivers, their crew and guests MUST sign the waiver and be issued a credential. Credentials for crew and guests must be displayed at all times.
- e. Current SCCA & PHA stickers must be appropriately displayed.
- f. Noise limiters are suggested for any car whose sound level is above the decibel levels outlined in the GCR. For the Jefferson track events, the sound level is 95dba.
- g. Cars deemed to be too loud by the Chief Stewart and another event official shall be instructed to effect changes before their next run at that event or before the next event.

CAR ELIGIBILITY: Open to all categories listed in the current GCR, Solo Street Prepared, Street Modified and the supplemental classes listed below. All classes shall meet the safety requirements of the TTR. These classes include:

GCR Classes

Showroom Stock (SSB, SSC)	Touring (T1, T2, T3, ST)
Spec Miata (SM)	Super Touring (SPO, SPU)
Super Production (SPO, SPU)	Production (EP, FP, HP)
Grand Touring (GT1, GT2, GT3, GTL)	American Sedan (AS)
Improved Touring (ITA, B, C, R, S)	Inex
Sports Racers (ASR, CSR, DSR, S2000, SRF)	FA, F1000, FC, FF, FE, F500, FM, FV, FS, CF, FFST

Solo Classes (Car Requirements per Solo Rules, Safety per TTR)

Street Prepared (ASP, BSP, CSP, DSP, ESP, FSP) Street Modified (SM, SSM, SMF)

Supplemental Classes (as defined below)

Vintage (V1, V2, V3)	Historic (H1, H2, H3, H4)	Rally
Solo V (SV)	ITE	Special (S1, S2, S3)

VINTAGE/HISTORIC: Cars Prepared shall be prepared to and in possession of the SCCA Vintage Rules. A vintage or historic car will not be able to compete at full competition speed unless it conforms to the current safety/roll bar rules specific in the current GCR, TTR. If a car does not conform to these specifications, it may be allowed to take exhibition runs at the posted road speed limit with no time posted. No exhibition runs will be allowed at track events. In Historic 1, 2 and 4 carburetors and intake manifolds, valve rockers and brakes are free. Transmissions are free as long as they have the same number of forward gears. Rear tube shocks can replace lever shocks. Fender flares composed of steel, fiberglass or aluminum are allowed. No racing slicks are allowed in any of these classes.

Vintage 1 (V1) –	1950-1962 Sports Cars and Sedans 2000cc and under
Vintage 2 (V2) –	1950-1962 Sports Cars and Sedans Over 2000cc
Vintage 3 (V3) –	1950-Pre 1967 Sports Racing and Formula Cars
Historic 1 (H1) –	1963-Pre 1973 Sports Cars and Sedans 1301cc to 2000cc
Historic 2 (H2) –	1963-Pre 1973 Sports Cars and Sedans Over 2000cc
Historic 3 (H3) –	1967-Pre 1973 Sports Racing, FIA, Can-Am and 1967-Pre 1973 Formula Car, All Formula 5000
Historic 4 (H4) –	1963-Pre 1973 Sports Cars and Sedans 1300cc and under

RALLY: All cars must meet Rally America's classing and safety requirements and possess a current rule book from that series.

SOLO V (SOLO MODIFIED CLASS F): Car preparation must meet the Solo V specifications set forth in the SCCA Solo regulations. Both car and driver must meet the safety requirements outlined in the TTR.

ITE: The purpose of the ITE class is to allow vehicles from other race series, Showroom Stock (those not otherwise eligible for IT or SS) and equivalent marque club classes (ie NASA, PCA) to compete. No guarantee of competitiveness or equality is expressed or implied. Excluded from this class are cars of former Professional Race Series such as World Challenge, IMSA, Trans Am, Can Am or any car prepared to levels that can be included in Super Touring. To that end, the ITE rules and guidelines are that ALL VEHICLES MUST:

- a. Meet or exceed the current GCR-listed safety standards for the IT category and run on DOT tires.
- b. ALL ENTRANTS MUST have in their possession the "Series Rulebooks and specification sheets" and an official manufacturer's shop manual(s) to authenticate the vehicle in its state/condition of preparation.
- c. It is recommended that a potential competitor submit details of the car and series for approval to the PHA before the event.

SPECIAL CLASSES: Automobiles that are of a design and construction not covered in the TIME TRIALS RULES or these supplementals may be placed in one of three classes based on engine displacement. All cars competing in this category shall conform to the following specifications:

- a) Meet the safety requirements as outlined in the TTR.
- b) Have operating suspension on all wheels.
- c) The chassis must be equally distributed along the centerline of the car.
- d) The body style may be open or closed wheel.

Class by engine displacement (multiplication factor of 1.5 shall be used for forced induction)

- S1 – 0 to 1650cc
- S2 – 1651 to 3500cc
- S3 – 3501cc to 500 cubic in

NOVICE REGULATIONS: A novice is defined as any driver currently competing under a TT Novice Permit or SCCA Novice Competition License OR any driver that has not competed at that site in the past 5 years. ALL novices are required to meet the following expectations in order to obtain a SATisfactory rating:

- a. Novices must present themselves and their car at registration on Friday evening.
- b. Novices must attend the Novice Driver's Meeting and Sunday Driver's Meeting.
- c. All novice cars MUST display three (3) ID stripes on both sides of the vehicle.
The color of the stripes must be of a contrasting color from the body paint.
- d. Complete the weekend without "Incidents" as defined below.

Failure to meet these expectations may result in an UNSATisfactory rating or disqualification from the event.

NOVICE INCIDENTS:

- **Two or more wheels off course**

Result: Mandatory discussion with the Chief Driving Instructor. SAT rating possible. Corner worker reports could adversely affect this rating.

- **Spin without contact**

Result: Mandatory discussion with the Chief Driving Instructor. A SAT rating with cautionary notation in the TT Novice Permit. Corner worker feedback may result in an UNSAT rating.

- **Off course crash as a novice**

Result: Mandatory discussion with the Chief Driving Instructor AND Chief Steward about cause and effect. For example; Overdriving, wrong line, too fast for skill level, car failure, etc. The driver can offer mitigating circumstances, but generally, crashing as a novice is frowned upon. UNSAT entry in the Novice Permit,

- **Unsportsman-like Conduct. (Uncontrolled temper, disrespect towards drivers, workers and/or officials, conduct deemed inappropriate by the Stewards/Instructors)**

Result: UNSAT entry in the Novice Permit with appropriate notation of the issue and possible disqualification for the weekend. Final decision is with the Chief Steward.

2010 POLISH MOUNTAIN HILLCLIMB
SCCA NEDIV & Mid-Atlantic Time Trial Championship Event
August 7-8, 2010
Sanction # 10-HC-1089-S

This event is run under the SCCA Time Trials rules.

PLEASE PRINT LEGIBLY

Driver's Name _____ Region of Record _____

SCCA Mem. # _____ Novice? Y ___ N ___

Driver's License # _____ Expiration _____

Address _____

City _____ State _____ Zip Code _____

Phone # _____ email _____

Entrant's Name _____ Entrant's Membership # _____

Address _____

City _____ State _____ Zip Code _____

IN CASE OF EMERGENCY NOTIFY:

Name _____

Address _____

City _____ State _____ Zip Code _____

Phone # _____ At track? _____

Car # Requested:

1. _____ 2. _____ 3. _____

Permanent PHA number? _____ Two Driver Car? _____

Name of Second Driver _____

YEAR _____ MAKE _____ CLASS _____

OFFICIAL USE ONLY:

Car # _____

Date Recv _____

Entry # _____

Confirm _____

Fee Pd _____

MAKE CHECKS PAYABLE TO NATIONAL ROAD AUTOSPORT FOR \$150.00 MAIL ENTRY TO: Mike Ancas, 228 Route 980, McDonald, PA 15057 Late fee for entries postmarked after July 31, 2010 – \$10.00 NO ENTRY ACCEPTED WITHOUT FULL PAYMENT OF ENTRY FEE. Questions: Contact: Ray Colbert (412) 798-9783 or Bill Herbaugh (301) 724-9072

I have read, acknowledge the authority of and agree to compete under the current SCCA TTR and Supplemental Regulations for this event. I am over 16 years old and hold a valid competition license and state driver's license. I am responsible for the payment of the entry fee.

Driver's Signature _____

Entrant's Signature _____

CLASS _____ **CAR #** _____

BIOGRAPHICAL DATA

COMPETITION BIOGRAPHY

DRIVERS NAME _____

AGE _____ **SEX** _____

ADDRESS _____

CITY _____

OCCUPATION _____

COMPANY _____

REGION OF RECORD _____

TYPE OF CAR _____

SPONSOR _____

RACING HISTORY

RACING EXPERIENCE HILLCLIMB (LIST YEARS AND RECORDS)

RACING EXPERIENCE OTHER THAN HILLCLIMBS

OTHER INTERESTS OR HOBBIES
