

**2011 POLISH MOUNTAIN HILLCLIMB
PHA-SCCA**

**Mid-Atlantic Time Trial Series (MATTS)
Championship Event
Hosted by Steel Cities Region Pittsburgh PA**

SANCTION NO. 11-HC-1656-S

**Held under the SCCA Time Trials Rules
AUGUST 6-7, 2011 ENTRY FEE \$150.00**

LATE ENTRY \$175 (AFTER July 30)

(No refunds will be made for cancellations made after the late entry date.)

EVENT OFFICIALS

EVENT CHAIRMEN -----	RAY COLBERT
	JOHN FELTEN
CHIEF OF TIMING & SCORING -----	TBA
CHIEF STEWARD -----	CANNON ROBERTS
CHIEF SAFETY STEWARD -----	TBA
CHIEF TECH INSPECTOR -----	KURT EIKENBERG
CHIEF DRIVER INSTRUCTOR -----	JEREMY DEITZEL

SCHEDULE OF EVENTS

Friday, August 5	6:00-9:00 PM	Registration and Tech Inspection at Flintstone VFD Mandatory for Novices
Saturday, August 6	7:00-12:00PM	Registration – Start Line Area Tech Inspection at Pit Spaces
	7:30 AM Sharp	Mandatory Novice Meeting & Instruction
	8:30 AM Sharp	Mandatory Driver’s meeting at Start line Roll call will be taken.
	9:00-10:00 AM	Hill open for Touring/Familiarization runs
	10:00 AM–4:30 PM	(?) Timed Runs – As many as conditions and time allows with a lunch break approximately at noon
	Party	Party –Flintstone VFD Park after Saturday runs.
Sunday, August 7	8:30 AM	Driver’s Meeting at start line
	9:00AM-4:30PM?	Timed Runs – As many as conditions and time allows with a lunch break approximately at noon (Tech inspection prior to the driver’s meeting and by appointment only) Trophy Presentations at the ES Control Tent after timing wire is picked up.

The event Stewards reserve the right to alter the published schedule of events as well as reject any entry for good and sufficient reason.

2011 Mid Atlantic Time Trials Series
SUPPLEMENTARY REGULATIONS

Event Name: Polish Mountain Hill Climb, **Location:** Gilpin Rd, Flintstone, MD **Date:** August 6 and 7, 2011
Sanction # 11-HC-1656-S
Organized by Steel Cities Region.
Send Entries to:
14807 Vermont Ave.
Cresaptown, MD 21502

Chief Steward – Cannon Roberts

Chief Registrar – Fred Pfeiffer

This event is scheduled as a two day event, all cars will compete both days. A driver unable to compete on either day forfeits all timed runs offered for that day. A driver showing up for registration and tech inspection after timed runs have started forfeits any missed runs. **This event is run under the SCCA Time Trials Rules (TTR).**

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 racecourse and must slow down when exiting the racecourse 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 course 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. Orientation 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 (STO, STU)
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

Super Production

Cars running Super Production according to the GCR Specifications shall be separated according to the following displacements:

SPU – normally aspirated cars of displacement 2999 cc or under, and forced-induction cars 1999cc and under

SPO – normally aspirated cars displacing 3000cc or over, and forced-induction cars 2000cc and over

All rotary engined cars will apply a 1.5 displacement multiplier when determining class.

INEX Classes

There shall be two INEX-based classes, as listed below.

IS (INEX Spec)- This class shall be open to all “600 Racing” produced cars that are recognized as INEX or “Legends” cars (including but not limited to Legends, Bandoleros, and Thunder Roadsters), and shall conform to all current INEX rules, including tire specifications.

IM (INEX Mod)- This class shall be open to any car originally manufactured by 600 Racing that has been modified within the limitations below. These modifications are to be allowed in excess of any current INEX rules. Any car modified in any way other than, or in excess of, the limitations below shall not be eligible for this class. If a modification is not specifically mentioned in the INEX rules or below, it is prohibited.

Engine/Drivetrain- The original engine block and cylinder head must be retained. Crankshaft may be replaced, so long as stroke remains stock. Any fasteners may be used. No material may be added to any engine part to facilitate any allowed modification. Engine “tamper seals” need not be present. Parts may be lightened and/or balanced. Connecting rods and pistons may be replaced. Blocks may be bored within the limits of the block. Cylinders may not be re-sleeved except to repair to the original bore. Any oil pan may be used, but dry-sump systems are prohibited. Camshafts are free. Cylinder heads may be ported. Any ferrous valve may be used. Other valvetrain components are free.

The original intake manifolds must be retained, but may be ported. Carburetors may be replaced by similar units (one venturi feeding each individual cylinder), with no larger than 40mm chokes (venturis). Tuning parts (jets, etc.) may be changed for tuning purposes. The carburetor must be attached to the manifold in the stock configuration.

Clutches may use the aluminum basket “road race” allowance according to INEX rules.

- 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.

*****Friday evening Registration/Tech at the Flintstone Fire Department with entertainment**

SCCA Memberships and Time Trial licenses will be available at Friday night registration only. The SCCA does not accept cash. Please have either checks or money orders (made out to 'SCCA')

SCCA membership through Steel Cities Region is \$80.00.

SCCA Time Trial license is \$35.00.

Weekend SCCA memberships (\$15.00) are acceptable with a race license from another sanctioning body.

You will need one check for membership and another check for the license.

SCR will accept cash for SCCA membership and licenses but it would be better to have a check from the applicant to send to the SCCA.

On line registration will open on, July 3, 2011.

Instructions

Go to www.myautoevents.com. On the left of the screen under "Search", click on "Find an Event". Use the drop down list in "Event Type" and select "Hillclimb/Time Trial", then click "Search". Find the "2011 Polish Mountain Hill Climb" on the list and click on it. If you do not already have an account you will have to set one up to log on. Follow the instructions on the log in screen. Fill out all of the information required and submit it. You will have to mail in your check for your entry to be confirmed or use the On Line payment. There is a fee to use the on line payment. Your entry IS NOT finalized until your check is received. If the event fills up before your check is received you will be placed on the stand-by list. You will be notified if this happens.

2011 Polish Mountain Hill Climb on

AUGUST 6-7, 2011

PHA-SCCA

Mid-Atlantic Time Trial Series (MATTS)

NEDIV SCCA Time Trials Championship Event

Organized by Steel Cities Region SCCA

Pittsburgh PA

SANCTION NO. 11-HC-1656-S

Held under SCCA Time Trial Rules

PLEASE PRINT LEGIBLY

Driver's Name _____ SCCA Mem # _____

Address _____ DR Lic # _____

City _____ State _____ Zip Code _____ Expiration _____

Phone # _____ EMAIL _____

Entrants Name _____ SCCA Mem # _____

Address _____

City _____ State _____ Zip Code _____

Official Use Only

Car # _____

Date Recv _____

Entry # _____

Are you a novice at this event? ____Yes ____No

(A novice is anyone who has never run this event or has not run in the past 5 years)

IN CASE OF EMERGENCY NOTIFY:

Name _____

Address _____

City _____ State _____ Zip Code _____

Phone # _____ At track? _____

Car # Requested:

1. _____ 2. _____ 3. _____

PHA Reserved number? _____ Two Driver Car? _____

Name of Second Driver _____

YEAR & MAKE	CLASS

NUMBER OF EXTRA PARTY TICKETS AT \$10.00 _____

MAKE CHECKS PAYABLE TO **National Road Autosport** FOR **\$150.00**

Late fee for entries postmarked after July 30, 2011 - \$175.00

NO ENTRY ACCEPTED WITHOUT FULL PAYMENT OF ENTRY FEE.

Questions contact Ray Colbert Ph: 412-798-9783 email: Ray Colbert raynjackiec@gmail.com

MAIL ENTRY TO: Fred Pfeiffer, 14807 Vermont Ave., Cresaptown, MD 21502 Ph: (301) 729-2407

I have read, acknowledge the authority of and agree to compete under the current Time Trials Rules and Supplemental Regulations for this event. I am over 16 years old and hold a valid competition license and state drivers license. I am responsible for the payment of the entry fee.

Driver's Signature _____ Entrant's Signature _____

CAR# _____ CLASS _____

COMPETITION BIOGRAPHY

DRIVERS NAME _____ AGE _____ SEX _____

HOMETOWN CITY _____ STATE _____

OCCUPATION _____ COMPANY _____

REGION OF RECORD/CLUB _____

TYPE OF CAR _____ SPONSOR _____

UNIQUE FACT ABOUT CAR _____

RACING HISTORY

RACING EXPERIENCE HILLCLIMB? (LIST YEARS AND RECORDS) _____

RACING EXPERIENCE OTHER THAN HILLCLIMBS? _____

OTHER INTERESTS OR HOBBIES _____