

New England Hillclimb Series

Regulations • 2006

Changes to 2005 rules are indicated in ***bold italic***.

1. Hillclimbs are a two-day event. The only person who can make exceptions to this rule is the event chair. Drivers wishing to participate on Sunday only must be preregistered and it must be cleared with the event chair; such drivers lose the right to protest.
2. A valid driver's license must be shown at registration, without exception. Drivers, workers, and other participants must sign, and therefore accept the terms of, all releases required for the event. This may include club, landowner, municipal, state, and medical treatment/transport releases.
3. All entrants shall state that they either own their vehicle or have permission to use it, prior to running an event. This information will be stated on the entry form for each event.
4. If there are more than 2 drivers in a car, or more than 2 cars per driver, those drivers may not get a full set of runs, despite regulation 16. One entry per car, per driver.
5. Notification of time and place of the mandatory new driver orientation shall be provided in the entry package.
6. All cars must come to tech inspection with the tires that will be run on the car either with them or on the car. All cars that are being driven by more than one driver must present safety equipment for both drivers at tech.
7. All participants, workers, and crew will be issued identification indicating that they have signed release forms and are allowed to be on the hill.
8. No one other than workers, drivers, and those given permission by the event chair will be on the course, or beyond set barriers. The only exception to this would be on courses set on roads that are public ways and must be opened to the public periodically throughout the event.
9. No one under the age of 18 will be on the course at any time or for any reason while the course is open. The only exception is that minors age 16–18 may work on the course with a fully executed minor release form. These forms are available from the sponsoring club. It is suggested that the event chair be contacted prior to the event if 16 to 18 year-olds wish to work.
10. Refunds to entrants for withdrawn entries or failure to pass Technical Inspection will be made solely at the discretion of the sponsoring clubs.
11. If a car crashes, it is subject to a new technical inspection before running again, at the discretion of the Technical Inspector.
12. Each driver must attend a drivers' meeting each day before he or she is allowed to make a competition, practice, or familiarization run.
13. Each driver must complete a satisfactory familiarization run before making a timed run, and must be given the opportunity to be a driver during a familiarization run.
14. There will be at least one familiarization run on Sunday.
15. There will be no practice runs on Sunday under any condition.
16. Practice and timed runs will be done in "heats." Entrants will have the same opportunity for the same number of runs. If an entrant cannot make a run during the allotted time, he/she will forfeit that run and take the next run.
17. Race car and driver shall remain in full race preparedness while on the course. This includes familiarization, practice and timed runs as well as all bring downs.
18. The start will be standing, with the rear wheels blocked. The decision to permit tire warmups (or "burnouts") is at the discretion of the chair. The starter's countdown will not start until a signal is given by the driver that he/she is ready.
19. Reruns will be given if the timer misses a time or the entrant is red-flagged for course problems. If flagged for any reason the driver must wait at the checkpoint until given instructions for coming down.
20. If a driver acknowledges he/she is ready, it is considered a timed run. It is the responsibility of Control and the starter to judge the fairness of a driver's start. In the event of an unfair start the driver shall receive a 10-second penalty.
21. If for any reason a driver does not finish a timed run, he/she must wait at the nearest checkpoint for further instructions. Any a driver not adhering to this rule may be disqualified immediately.
22. Protests must be filed with the event chair within two hours after the last run on Saturday or within one-half hour of the last run on Sunday in order to be considered. If it is a protest for the Technical or Classification Committee, the chair will forward it to that committee with his/her recommendation. (Keep in mind that all sponsoring clubs are

represented on the protest committees.) Entrants registered for Sunday only can be protested at any time.

23. The decision of the protest committee must be unanimous or the protest automatically fails.
24. At all hillclimbs, the holding area (after finish) must have communication with Control and all checkpoints.
25. Hillclimbs will be run in inclement weather unless there is danger to course workers or the integrity of the course. Consideration will be given to visibility, road surface, and communications. The decision to run is the responsibility of the event chair and his/her decision will be final.
26. Event awards will be based on Sunday's times if a run is completed on Sunday. If Saturday's times are used for awards in case of cancellation on Sunday, they will be used across the board; no exceptions.
27. In case of a cancellation due to weather, etc. the event chair may or may not issue a partial refund. Since there are many expenses involved in setting up a hillclimb, total refunds cannot be given in the event of cancellation. A sponsoring club could not put on events if it had to absorb all the costs of a canceled hillclimb.
28. Any per diems, tow money, merchandise, awards, or contingencies disbursed to workers or drivers is done so in reimbursement of expenses incurred, and in no way constitute an employer relationship or wage. All such items are paid or distributed at the discretion of the sponsoring club.
29. There will be no racing anywhere other than on the course during timed runs. At the option of the chair, pace or speed controls may be imposed on noncompetitive transits or bringdowns. Penalties for violations may include loss of runs or disqualification. Running a red flag constitutes a violation.
30. No alcohol or drugs to be consumed by anyone having to do with the event until the course is officially closed for the day. Drivers are responsible for their crew and anyone they bring with them. No alcohol or drugs are to be kept on the course at any time.
31. Any personal or property damage incurred is the total responsibility of the individual and shall not be borne by the sponsoring club or its agents.
33. Drivers are subject to disqualification at any time if they do not adhere to the rules.

34. It is the responsibility of the event chair to interpret and enforce the rules. However, no event chair may lessen the effect or intent of any technical or safety regulation.

35. Annual points are computed by dividing each driver's time for each event into the winning time for the event. For Class points the winning time for the class is used. For King of the Hill points FTD is used. The resulting fractions are totaled for the year, highest total wins. A DNS or DNF counts as a zero fraction. If there are 5–6 events, then the worst event for each driver will be dropped. If there are 7 or more events, then the worst two events for each driver will be dropped. A driver must enter all events, minus any that can be dropped, to qualify for year-end placings. All events that are not dropped must be in the same class to qualify for the class placings. ***If an event is rained out both days, all drivers who have gone through registration will be awarded a score of 1. Any entrant running under a promoter's exception and not meeting these rules will have that event be excluded from the annual points. Events that impose additional restrictions on drivers or cars beyond these rules, other than those required to use the hill facilities, will not be included in the annual points.***

36. All checkpoints shall be manned by a minimum of two workers during timed runs.

37. The WEZIL ***award (in memory of Jim Gosselin) may be awarded for technical excellence in preparation.***

38. Any driver that has any kind of fluid spill at the top or bottom of the mountain is responsible to clean the spill up immediately. Containers of oil absorbing material, a broom and dustpan will be in place at the top and bottom of the mountain. It is the driver's responsibility to dispose of the used material. All cars will have a large trash bag in the car to bring material down from the top. If spills are not cleaned up the driver will not be allowed any more runs.

CLASSIFICATION COMMITTEE

Kevin Gale • Jim Adams • Michael Wilson

TECHNICAL COMMITTEE

John Reed • Jeff Barrette • David Patten

PROCEDURES COMMITTEE

Kevin Gale • Karen Pringle • Carolyn Haley • Drew Young