

# **2012 HILLCLIMB – Standing Regulations**

All vehicles must comply with Current CAMS Manual of Motor Sport

These Standing Regulations cover events that are held under the International Sporting Code if the FIA, the National Competition Rules of CAMS together with these Standing Regulations, the Speed Event Standing Regulations, and any further Regulations or Bulletins that may be issued.

## **1. PROMOTERS & ORGANISERS**

The Sporting Car Club of SA Inc., 51 King William Road, UNLEY SA 5061: Telephone (08) 8271 5689 Fax (08) 8272 5396

## **2. VENUE**

Collingrove Hillclimb is located on Hillclimb Road (8kms from Angaston on the Eden Valley Road), on private property. The Hillclimb is a bitumen sealed surface course, approximately 685 metres long and 3.3 metres wide. The return road is sealed. Full catering is provided.

## **3. PERMIT**

The Event will be held under a CAMS permit number as shown on the event's Supplementary Regulations.

## **4. ENTRY**

All entries are to be made only on the official SCCSA Event Entry Form issued with the Supplementary Regulations for each event and must include the prescribed Entry Fee. Closing dates for entries will be advised in the Event's Supplementary Regulations. If an Event is over-subscribed preference will be given to SCCSA members.

**Entries at the Organiser's discretion and may be up to 120.**

The Organiser's reserve the right to refuse any entry as per NCR 83 of the Current CAMS Manual

**NB: FAXED ENTRIES WILL ONLY BE ACCEPTED IF PAYMENT IS MADE WITHIN 72 HOURS. (NCR 81) CREDIT CARD PAYMENTS ARE ACCEPTABLE.**

**Original Entries must be marked previously faxed if this is the case.**

## **5. ELIGIBILITY**

The event is open to competitors who hold a current CAMS Level 2S, 2SJ or 2SE Licence or higher.

## **6. CANCELLATION & POSTPONEMENT**

The Organisers reserve the right (in accordance with NRC 59) to abandon or postpone the event, or any portion thereof, at any time owing to inclement weather or any other unforeseen circumstance.

## **7. PROTESTS**

Competitors are reminded of their protest rights; refer NCR Part XII of the current CAMS Manual.

## **8. CLASSIFICATION OF CARS**

Will be advised in the Supplementary Regulations for each event. **Organisers have the final decision regarding the class cars compete in.**

## **9. POINT SCORES WINTER CUP**

Points for the events nominated as Winter Cup Hill Climbs, will follow one driver, one car combination, for Members of the SCCSA **only**.

Only on the bona-fide sale of vehicle will a replacement car be allowed.

The Winter Cup Series will be decided over four (4) meetings unless unforeseen circumstances force the cancellation of events.

To be eligible for the Winter Cup series competitors **must compete in three of the four meetings** for the year designated as Winter Cup rounds. Scores will be calculated on your best three (3) events.

Trophies will be awarded to all category winners and an overall winner.

Scoring for those eligible for the Winter Cup Series is as follows;

- the competitor's best time for the day is divided by the appropriate class record at the beginning of a competition
- this is then multiplied by 100 to obtain a percentage figure - e.g. John Smith records a best of 38.34 sec. and competes in a class where the current record is 37.21 sec - his points score for the day is thus, 38.34 divided by 37.21 X 100 i.e. 103%.
- An average percentage for all three rounds is then calculated
- A competitor scoring 100% would have recorded a best time equal to the class record, less than 100% means that the class record has been broken, more than 100% means a slower time than the class record.
- The competitor with the lowest average percentage in each class is deemed to be the class winner
- The competitor with the lowest average percentage overall is deemed to be the winner of the Winter Cup.

## **10. POINT SCORES COLLINGROVE CUP**

Points for the events nominated as Multi Club Hill Climbs, will follow one driver, one car combination, for members of any CAMS affiliated club.

Only on the bona-fide sale of vehicle will a replacement car be allowed.

The Multi Club Series will be decided over three (3) meetings unless unforeseen circumstances force the cancellation of events.

To be eligible for the Multi Club series competitors **must compete in all meetings** for the year designated as Multi Club rounds.

Trophies will be awarded for 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> place.

Scoring for those eligible for the Multi Club Series is as follows;

- the competitor's best time for the day is divided by the appropriate class record at the beginning of a competition
- this is then multiplied by 100 to obtain a percentage figure - e.g. John Smith records a best of 38.34 sec. and competes in a class where the current record is 37.21 sec - his points score for the day is thus, 38.34 divided by 37.21 X 100 i.e. 103%.
- An average percentage for all three rounds is then calculated
- A competitor scoring 100% would have recorded a best time equal to the class record,

less than 100% means that the class record has been broken, more than 100% means a slower time than the class record.

- The competitor with the lowest average percentage in each class is deemed to be the class winner
- The competitor with the lowest average percentage overall is deemed to be the winner of the Multi Club Series.

#### 11. TIMETABLE

The Timetable listed in the Supplementary Regulations details times for Scrutiny, Practice, Drivers' Briefing and the start of the Official timed runs.

#### 12. SCRUTINY

All other competing vehicles must be presented to the Scrutineers in a ready to compete condition, **including identification numbers on the right hand side of the vehicle**, and bear the Scrutineers' 'okay' before being permitted to practice or compete.

Level 2SJ Licence or higher, club membership cards and logbooks must be presented along with the CAMS approved Helmet, goggles or Visors, (schedule D) and Fire Extinguishers (schedule H) as laid down by in the Current CAMS manual.

Non- production of relevant documentation may entail forfeiture of entry fee and permission to compete may be withdrawn.

#### 13. PRACTICE

Practice will depend on the type of Meeting. See the Supplementary Regulations for the event to check if practice is allowed. Where no practice is scheduled, all runs on the day count.

#### 14. DRIVERS' BRIEFING

A compulsory Drivers' Briefing will be held at the start of each day of the Event. Timing for this briefing will be detailed in the event's supplementary regulations. Drivers who fail to attend and sign on will be referred to the stewards

#### 15. CONDUCT OF STARTS

- a) There will be a minimum of two (2) official runs (weather permitting)
- b) Starting order will be that shown on the official program
- c) The RED LIGHT indicates the track is CLOSED (that is, there is another vehicle on the track at this time) and participants should remain at the start line
- d) The AMBER LIGHT is activated as you approach the start line, stop and then roll slowly back until the amber light goes out, you will then be chocked by the start official then wait for the green light.
- e) The signal to start the climb is shown by the GREEN LIGHT alongside the Start Line. **Drivers should be ready to start when the green light comes on.** Start will then be at driver's discretion.
- f) At the completion of a run, cars MUST return to the pit paddock via the Return Road only unless alternative arrangements are made with the Clerk of Course prior to the event commencing.
- g) Vehicles failing to reach the Finish Line may return via the Track proper - but only with the permission of the Clerk of Course.
- h) Re-runs will only be permitted under the following circumstances.
  - I. Failure of timing equipment
  - II. The signal to start having been given when the course was not clear

III. If for any reason the rear wheels of the vehicle fail to reach the start line

IV. If the Clerk of Course declares that the track has become unsafe during a run

Re Runs shall not be less than five minutes from the last run

i) Tyre warming is permitted, on a portion of the course as designated at the driver briefing. Each driver is allowed "one burn-out sequence in a single forward motion". A second burnout may be permitted at the discretion of the Clerk of the Course if a delay occurs which is not the fault of the driver. Such second burn out will be conducted at the start line under instructions from the Starter.

The use of any device or compound to artificially heat or soften tyres and/or wheels is forbidden.

j) When the event is running two cars on the track at once and a red flag is displayed on the course, competitors must abort their run and continue slowly to the finish line. In which case a re-run will be granted. **The Use and Positions for the Red Flags will be detailed at the Drivers Briefings**

#### 16. RAISING OF VEHICLES

Changing of wheels and any other work that requires vehicles to be raised on jacks and/or stands must be carried out in the scrutiny carport or the burn out pad.

#### 17. TIMING

All Runs will be electrically timed to 0.01 of a second. The Timekeeper will be Judge of fact whether a time recorded is an "Official Time". A re-run may be allowed if it is considered that a false time has been recorded. To maintain the integrity of a competitive run, hitting designated markers **will** result in the run being discounted (as per Speed Event Standing Regulations No.10.1).

Markers for each event will be designated at the compulsory Drivers' Briefing. All officials of the day are deemed to be Judges of Fact in this regard.

#### 18. MULTIPLE ENTRIES

Multiple entries must be on SEPARATE ENTRY FORMS. Entries may only be entered in one Class and one Category, and must not be transferred without the Steward's permission. Multiple entries are to be separated by at least 5 minutes between their runs.

#### 19. PITS & PADDOCKS

Competitor Pits and Paddock area are reserved for competing cars only. **Speed limit of 10kph in Pits, Paddock and on Return Road applies.** All competitors are asked to keep their areas clean and tidy. Alcohol is **strictly prohibited** in the Pits and Paddock area, and the consumption of alcohol by drivers or crew is prohibited until after the finish of each day of practice and each day of competition of the Event as per NCR 145A.

Competing cars may not leave the Paddock area (except to compete) without the permission of the Clerk of Course. Vehicles that leave the paddock may be required to be re-scrutineered

#### 20. FUEL

Fuel is not available on the property.

#### 21. SAFETY

CAMS Speed Event Standing Regulations, Point 12.2 apply.

**22. COMPETITION NUMBERS & ADVERTISING**

Driver's preferred numbers will be issued where possible. Advertising on cars is permitted except as applied to historic categories. For closed event Hill Climbs, temporary neatly applied paint-on numbers are acceptable. The timekeeper must be able to read them (right side of vehicle). For a regular competitor, a more permanent form of numbering should be considered.

**23. PARADES, DEMONSTRATIONS, PROMOTIONAL RIDES**

Will be conducted at the discretion of the Clerk of the Course. Invited cars may participate in Parade Runs. This activity will be conducted under NCR20a and CAMS "Guidelines for Passengers In Vehicles". Briefings will be held where necessary and the relevant indemnities signed.

**24. PENALTIES**

Competitors are reminded of the penalties imposed by CAMS for a breach of the Rules as laid out in Part XI of the CAMS Manual of Motor Sport.

**24 INSURANCE**

Driver, relief drivers, pit crew and officials are covered by personal accident insurance under the terms of the CAMS National Insurance Scheme, Appendix I of the current CAMS Manual of Motor Sport.

**25 JUDGES OF FACT**

The following are deemed Judges of Fact: Starter, Chief Timekeeper, Clerk of the Course, Finish Line Official