

2012 FALL WEATHERLY HILLCLIMB

Pennsylvania Hillclimb Association (PHA)
Mid-Atlantic Time Trials Series (MATTs)

Championship Event SEPTEMBER 15-16, 2012

Sports Car Club of America (SCCA) Sanction No _12-HC-2293-S

Entry fee: Early \$ 145 (before 8/31/12)
(includes \$5 for the Workers Appreciation Fund)

Late \$ 170 (after 8/31/12)

Single day \$ 95 Sat or Sun*

Please indicate Sat or Sun on application

****Sunday Only NOT available for Novice drivers***

Event Officials

Chief Steward.....Matt Rowe
Chief Safety Steward Jennifer DeHart
Chief Tech Inspector.....Steve Marsh
Chief Timing.....Nelson Kase
Chief Driving Instructor.....John Pitman
Chief Registrar.....Carol Lipperini
SCCA Coordinator.....Tom Knorr
Hillclimb Chairman.....Joe Cyburt

The Hillclimb course is approximately one mile long with a highly varied selection of turns and straights. Road surface is paved and in fair to good condition.

SCHEDULE OF EVENTS

Friday	Sept 14	6:00 – 9:00 PM	Registration & Tech Inspection in pit area (Mandatory for Novices)
Saturday	Sept 15	7:30 – 12:00 PM	Registration & Tech Inspection in pit area
		8:00 – AM	Novice Instruction (Mandatory)
		8:30 – AM	Drivers Meeting (Mandatory for all Drivers)
		9:00 – 10:00	Familiarization run (All Drivers)
		9:00 – 4:30(?) PM	Timed runs – Lunch break 12:00 PM (?)
		6:00 – PM	Dinner at Fire Hall at bottom of pit road
Sunday	Sept 16	8:30 AM	Drivers Meeting (Mandatory ALL DRIVERS)
		9:30 AM-4:30 PM	Timed Runs

Trophies and event plates will be awarded at the Start Line 45 minutes after final run of the day.

2012 Weatherly Hillclimb Supplementary Regulations

Sanction # 12-HC-2293-S

Weatherly Hillclimb - Weatherly, Pa. – Sept. 15-16, 2012
Organized by Weatherly Hillclimb Association
In conjunction with NEPA Region #25 of the Sports Car Club of America
Send entries to 117 Parsonage St. Pittston Pa. 18640
Chief Steward - Matt Rowe Chief Registrar – Carol Lipperini

This event is scheduled as a two day event, all cars will complete 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 conducted under the SCCA Time Trial 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 request, contact the Organizer whose name and telephone number are listed on the entry form.

ENTRY LIMITS: The first **75 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 and Novice Competition Permits as well as competition licenses recognized by the SCCA. **Every driver** regardless of competition license or novice permit **must be a national member of SCCA.** **All drivers must present a valid state drivers 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 race course 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 Drivers 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 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 Trial Rules (TTR). 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 driver and car safety equipment must comply with the 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 has been designated by the event Chief Steward. Any driver found to have received any tickets for 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 during the course of the event will cause his/her 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 rolling start will be used with electronic timing.
- MANDATORY SHUT DOWN IS REQUIRED IMMEDIATELY AFTER THE FINISH Line.**
- If a red flag is displayed. You **MUST STOP** immediately and await further instructions from the event officials team.
- An orientation run will be provided to Novices before timed runs commence on Saturday. Familiarization runs may be provided upon request to the Chief Steward.
- Registration and Tech will close at 12:00 noon on Saturday (if a two day event). Exceptions by appointment only at the discretion of the event organizer and the Chief Steward

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: Trophies will be awarded 1st thru 3rd place in each class (depending on class size). 1st thru 3rd event plates will be awarded in each class, all other entrants will receive an event Participant plate

OTHER SUPPLEMENTAL REGULATIONS:

- Catch tanks are required on all cars with altered cooling systems.
- ARM RESTRAINTS are MANDATORY for all drivers in open cars. WINDOW NETS or ARM RESTRAINTS are MANDATORY for all sedan type cars
- 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. Cameras **MUST** be mounted during TECH process.
- 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.
- Current SCCA and PHA stickers must be appropriately displayed
- Noise limiters are suggested for any car whose sound level is above the decibel levels outline in the GCR.

Pit area rules:

- Pitting or parking on pit road is not allowed.
- Pit spaces will be marked – one space per car (if you can double up with a friend it would be appreciated).
- All open trailers and car dollies are to be parked in the Foundry parking lot at the bottom of pit road

CAR ELIGIBILITY: Open to all classes listed in the 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)	Super Touring (STO,STU)	Touring (T1,T2,T3,ST)
Spec Miata (SM)	Super Production (SPO SPU)	Production (EP,FP HP)
Improved Touring (ITA,B,C,R,S)	Grand Touring (GT1, GT2, GT3, GTL)	American Sedan
Sports Racer (ASR,CSR,DSR,S2000,SRF)	INEX	Formula -A,1000,C,F,E,500,M,V,S,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 2999cc or under and forced induction cars 1999cc and under
SPO—normally aspirated cars 3000cc or over and forced induction cars 2000cc and over
All rotary engines 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 available for this class. If a modification is not specifically mentioned in the INEX rules or below, it is prohibited.

Engine/Drive train-The original engine block and cylinder head must be retained. Crankshaft may be replaced, so long as the 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 valves may be used. Other valve train 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. Rear gear ratios, axle shafts and differentials are free, but must fit within the stock, unmodified rear axle housing. Exhaust must remain stock, except that coatings may be applied to exhaust components. Any automotive-type ignition system may be used. Rev limits may be changed or removed.

Suspension- Dampers (shocks) and springs may be replaced, but must utilize original mounting points. Sway bars (anti-roll bars) may be added, removed or replaced. Ride height must be a minimum of three (3) inches (measured to the bottom of the frame rail) as raced with driver. Any tire may be used. Wheels may be replaced with those that have a diameter and effective width the same as stock. No exhibition runs will be allowed at track events. In Historic 1, 2, & 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 class

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

Street Prepared (ASP,BSP,CSP,DSP,ESP,FSP)

Street Modified (SM,SSM)

Supplemental Classes as defined below

Vintage (V1,V2,V3) Historic (H1,H2,H3) Rally Solo V (SV) ITE Specials (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

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, GT Cars and Sedans 2000cc and under

Historic 2 (H2) 1963 - Pre 1973 Sports Cars, GT Cars and Sedans over 2000cc

Historic 3 (H3) 1967 - Pre 1973 Sports Racing, FIA, Can-Am and
1967 - Pre1973 Formula Car, All Formula 5000

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

SoloV (Solo Modified class F): Car Preparation must meet the Solo V specifications set forth in the SCCA 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 marquee club classes (i.e. 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, Can-Am or any car prepared to levels that can be included in Super Touring. To that end, the ITE rules and guideline are that ALL VEHICLES MUST

- Meet or exceed the current GCR listed safety standards for the IT category and run on DOT tires.
- ALL ENTRANTS MUST have in their possession the "Series Rulebooks and specification sheets" and an official manufacturer's manual(s) to authenticate the vehicle in its state/condition of preparation.
- 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:

- Meet the safety requirements as outlined in the TTR
- Have operating suspension on all wheels
- The chassis must be equally distributed along the centerline of the car
- The body style may be open or close
- Class by engine displacement (multiplication factor of 1.5 shall be used for forced induction)
S1 0 - 1650cc S2 1651 - 3500cc S3 3501cc - 500 cu. 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 who has not competed at the event in the past five years. All novices are required to meet the following expectations in order to obtain a SATisfactory rating

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

NOVICE INCIDENTS:

- Two or more wheels off course

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

- Spin without contact

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

- Off course crash as a Novice

Result: Mandatory meeting 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 is frowned upon. UNSAT entry in the Novice Permit.

- Unsportsmanlike-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.

ENTRY FORM

<i>Official Use Only</i>
Waiver Signed
State Dr. License
SCCA Member
Comp License

2012 FALL WEATHERLY HILLCLIMB
Sept. 15-16, 2012 Weatherly, Pa. Sanction No. 12-HC-2293-S

Presented by the Weatherly Hillclimb Association
In conjunction with the Northeast Pennsylvania Region S.C.C.A.
NEDIV-SCCA Mid Atlantic Time Trials Series Championship Event

Please print legibly – Mail or bring this form to registration even if you register on line
On line registration at myautoevents.com

Drivers Name _____ SCCA member # _____

Address _____ Dr lic # _____ State _____ Expiration date _____

City _____ State _____ Zip code _____

Phone # _____ EMAIL _____ Novice* Yes _____ No _____

Novice Yes _____ No _____ **(A NOVICE is anyone who has never run this event or has not run in the past 5 years)**

Car owners name _____

Address _____

City _____ State _____ Zip code _____

In case of emergency notify

Name _____

Address _____

City _____ State _____ Zip code _____

Phone # _____ At event Yes _____ No _____

Car # requested 1. _____ 2. _____ 3. _____

PHA permanent # Yes _____ No _____ Two Driver Car Yes _____ NO _____

Name of Second driver _____

<p align="center"><u>OFFICIAL USE</u></p> <p>CAR# _____</p> <p>DATE RECEIVED _____</p> <p>ENTRY # _____</p> <p>AMT PAID _____</p> <p>CHECK # _____ CASH _____</p> <p align="center"><u>NOTES</u></p>
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CAR YEAR, MAKE & MODEL

CLASS

Make check payable to **Weatherly Hillclimb Assn.** for \$ 145.00 Late fee postmarked after 8/31/12 -\$ 170.00. *No entry will be accepted without full payment of entry fee. Mail entry to Weatherly Hillclimb Association c/o Carol Lipperini 117 Parsonage St. Pittston, Pa. 18640* If you have any questions contact Carol Lipperini 570-654-0560 or carole@lipperini.com . Saturday night dinner (DRIVERS FREE) at the Fire House at the bottom of pit road. Extra tickets \$8.00 # _____
Additional donations to the Workers Appreciation Fund \$ _____

I have read , acknowledge the authority of and agree to compete under the current SCCA GCR, Rules and Supplemental Regulations for this event. I am over 16 years of age and hold a current valid Competition license / permit and state drivers license.

Drivers signature _____ Owners signature _____

2012 **Sanction # No. 12-HC-2293-S**
FAIRWAY SUBARU
WEATHERLY HILLCLIMB
September 15-16, 2012

Car # _____ Car make _____ Model _____ Class _____

BIOGRAPHY

Name _____ Age _____ Sex _____

City _____ State _____ Region of record _____

Occupation _____ Company _____

Sponsor(s) _____

Hobbies or other interests _____

Weatherly hillclimb experience _____

Other hillclimb experience – (years - events - records) _____

Other racing experience _____

Anything else about you that would be useful or entertaining for our announcer to broadcast at the event

Official use only

Class Record _____

Times Sat

Sun

1st _____

1st _____

2nd _____

2nd _____

3rd _____

3rd _____

4th _____

4th _____

5th _____

5th _____

6th _____

6th _____

7th _____

7th _____

8th _____

8th _____

Best _____

Best _____

ATTENTION! ATTENTION!

Don't miss the activities we have planned for the weekend.

The Parade begins at 6 PM on Friday night.

All hillclimb entrants are invited to participate in the parade. Race cars and Cruisers will travel at a pace so as not to overheat the cars. The rest of the parade will travel at a more leisurely pace.
Please, NO BURN OUTS!

PIT PARTY

Friday night following the parade
Italian Dinner Theme
Sausage, Lasagna, Baked Ziti, Salad Dessert, Bread & Butter, Drinks

CAR SHOW

Saturday 9 AM—5 PM
Firehouse Parking Lot

TRAINWORKS

Saturday 10 AM—5 PM

5K Run

Saturday 4 PM
Drivers and Crew are welcome to compete

DRIVERS DINNER

Saturday at the Firehouse
6:30 PM
Roast Beef, mashed potatoes, mixed vegetables, salad, roll, butter, cake
Drinks (beer, soda, water)
Complimentary for drivers. Additional tickets \$8

BREAKFAST AT THE FIREHOUSE

Sunday morning — check with us for the times
\$6.50 pp

Check out the new businesses in town:

- Dollar General Store (former Agosti store by the bridge)
- Sarge's Pit Stop on Carbon Street for sandwiches, coffee, and ice cream
- 2nd Street Deli on 2nd Street for sandwiches and pizza
- Carbon Beverage (formerly Trackside Beverage) for ice, soda, beer
- TJ's One Stop for gas, oil, groceries, movie rentals and Laundromat
- ATM machine at the KNBT/National Penn Bank on Carbon Street right before the Plaza