

VARA HILL SERIES CLIMB SERIES

POWERED BY HAGERTY



FEB 20 APR 24 JUN 12 SEP 18

**WILLOW SPRINGS RACEWAY
HORSE THIEF MILE**



RULES AND OTHER SUBJECTS:

The rules package has been carefully developed to focus on fairness and safety. It may be necessary to add or modify these rules as we go along. This is specifically designed to be a fun event. The rule set is pretty basic as you will see as you review. Safety is the only issue that trumps fun in this series.

This event is designed to be a fun event and provides no regular season points or benefits except and within the Hill Climb series itself. In other words, VARA members cannot expect to transfer any points earned in the hill climb to their road racing class.

OFFICIALS OF THE EVENT.

The Program Director, Rod Susman (R8Susm@aol.com). Steward Steve Staveley (shstaveley@outlook.com). Program director runs the event, and is the boss and in charge. The steward is on site as an assistant to the event, issue penalties as described and otherwise focus upon the flow of the event and enforce safety procedures as required.

It is anticipated that drivers will have a minimum of 3 practice laps (one at a time, not in sequence). After each lap the driver gets back in line to return to the front cue. Each start shall be from a stopped position on the starting line. Drivers may get back into line and exceed 3 practice laps assuming everyone registered is able to get their minimum laps. Marking on the windshield (or elsewhere) shall record the practice laps. Grid staff will attempt to manage these goals. The course will be run COUNTER CLOCKWISE, and will use the CHACINE on the downslope closest to the Big Willow track (south side of the Mile facilities). Additionally an artificial typical, stone bridge (think Irish stone bridge – one way traffic, over a creek), is in place to provide an additional challenge. Cones moved shall create a 1 second penalty per cone.

PRACTICE RUNS -

Drivers shall report to the pre grid for their practice runs. A worker at the pre grid shall send 4 cars at a time to the starting line in practice and timed runs. There is no particular order – first come first served, except that drivers who have not completed their practice runs shall have priority, before taking a 4th or subsequent run for the purpose of orientation and practice.

Every effort must be made to stay on the blacktop, as the off track surface is rough, and should a car leave the asphalt, a safety concern results. Every practice lap should be made with care until a satisfactory understanding of the course and topography is achieved.

Hardship runs are available at the discretion of the steward or program director.

Practice laps are not anticipated to be timed by officials, but of course racers can do their own timing if they wish.

COMPETITION OR TIMED LAPS

Competition laps are to be timed, practice is not timed as noted. Each driver gets 3 timed laps, each run recorded and the best of those runs used to determine the drivers best time.

Such laps are one at a time beginning with the standing start.

Drivers in cars that were not built to accommodate standing starts, may request a rolling start but a 2 second time penalty will be assessed on time lap. 2 seconds added to the fastest recorded time which will become the official and best time for the driver. Standing starts are

the norm in hill climb events. Timing begins with the waving of the starting flag, and the sounding of the horn.

Drivers may share a car with separate registration, but in such case, the starter must be notified and of course registration properly recorded.

DRIVING RULES FOR THE HILL CLIMB:

Drivers who's vehicle leaves the asphalt, in any manner, during a timed lap shall suffer the same punishment as hitting a cone.

Drivers who leave the asphalt during practice laps and are required to be towed shall suffer a loss of a practice lap – as timing is critical to get all the practice laps in. This penalty shall not be applied if there is a mechanical failure and only driver error shall be punished.

Hitting a cone during the timed competition shall add 1 second to the actual time of the run. Thus a 60 second timed lap, with 3 cones having been touched or hit, shall be a 63 second timed run.

Drivers requesting a rolling start (no more than 2 car lengths) to ease the impact on their clutch/drive line) shall suffer a 2 second addition to any timed run. Thus balancing (sort of) the rolling start with the traditional hill climb standing start.

MARSHALING AND FLAGGING:

A minimum number of Marshals will be required. They will have yellow, black and red flags on the course for your assistance. Start and the separate finish will have green and checker flags to assist. A horn will be used at the start to assist coordination between the time keepers.

Grid Marshals will identify each practice run with a colored mark on the upper drivers side windshield of the competitor (white liquid shoe polish or similar non corrosive product).

Each competitor will be identified by his/her car number and class identifier. Such number shall be issued by Grid according to direction from the Program Director. That same number shall be marked on the rear passenger glass or rear glass of the vehicle using white liquid shoe polish. Grid Marshals faced with a real race car which is numbered can substitute the cars regular race number, and description for the number issued. Thus if issued number 11, but the competitor shows up driving a Formula V number 6, the Marshal shall equate number 6 FV with the number 11 etc. and make the adjustment on the master list.

CLASSES:

The following classes are available and racers are expected to place their cars in the correct classification (be honest now). Its possible that a car can qualify to be in 2 classes and VARA expects individuals to make the best and most honest choice.

A licensed street car under 2 liters – includes hybrid

A licensed street car under 2 liters that is between 1995 and 1975 model years old – vintage 1

A licensed street car under 2 liters that is a 1974 model year and older – vintage 2

A licensed street car over 2 liters – includes hybrid

A licensed street car over 2 liters that is between model years 1995 and 1975 – vintage 1

A licensed street car over 2 liters that is a 1974 and older model vehicle – vintage 2

Race car under 2 liters (which does not operate on the street normally)

Race car over 2 liters (which does not operate on the street normally)

Electric (all electric, plug in only – no hybrid)

Pre War (vehicles from pre 1940)

Hooligan – anything that does not comfortably fit in the above.

AWARDS:

Awards will be presented for both the best in class in each class offered for each event and for the series. To be considered for the series awards (championship) a racer must enter at least 3 of the 4 events listed for the racing year. Points will be awarded as follows.

Fastest in class 5 points

Second 4

Third fastest in class 3

4th 2

All others 1

TIMING THE COMPETITION:

Timing is purposefully designed around hand held stop watches. Perfection should not be expected, nor tolerated. As noted, time keeping will be a mechanical not a digital process and two individual stopwatches will be used to assure the best numbers are documented. As noted the best time is recorded (with penalties if earned) for the “official time”.

DRIVER EQUIPMENT:

Drivers running race cars, shall be equipped with fire suit and other fire resistant clothing, helmet meeting their normal use standards (VARA, SCCA, POC etc.). Drivers in street cars shall wear suitable full face or ¾ helmet with additional eye protection in the case of an open face helmet, long sleeved shirts and full length pants recommended and closed toe shoes are required. Street car drivers are encouraged to wear suitable gloves.

TECH:

No tech inspection is scheduled, but a self tech inspection is required to include tires, wheels, safety equipment etc. A form will be provided for the driver/owner/entrant to record the self review of the car to be used. Such form will be turned in before the first run for your car on the day of the event. Should any entrant require assistance in the “tech” process, a VARA official will be glad to provide the necessary assistance, contact the Program Director. This event is designed around an understanding that the entrant is responsible for his/her own car, in its operation and safety for this use.

Steve Staveley, Chief Steward

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