



Pine Mountain Hillclimb

Presented by *Summit Racing Equipment*

April 22 – 24, 2022: Pine Mountain Resort Park, Pineville Kentucky

SCCA Sanction #22-HC-58000

This event is hosted by the Appalachian Hillclimb Association, East Tennessee Region and the Southeast Division of the Sports Car Club of America and will be held under the most current SCCA Hillclimb rules.

EVENT OFFICIALS	
Event Lead(s): Brad Gates, Heyward Wagner, Mark Pilson	Competition Director: Kathy Barnes
Safety Steward(s): Heyward Wagner	Chief of Tech: Steve Eckerich
Registrar: Josh Reinard, Amanda McCafferty	Chief of Timing: Kevin Greer
Chief of Course: Don Drennon	Chief Starter: Rick Mitchell
Chief of Communications: Dick Todd	Equipment and Technology: Steve Eckerich
Novice Coach: Brad Gates	Medical Steward: Tony Wentworth
Paddock Marshal(s): Mark Pilson, Jeff Cox	Grid Monster: Mark Pilson

Registration and Entry Information:

Registration opens March 4, 2022 and the first 90 qualified entrants will be accepted. All additional entrants will be held pending final Event Lead approval on March 25. Lodging is available for an extra cost.

Entry Fee(s):

(Includes 1 event shirt and two
Saturday meal tickets if received
before 4/4/2022)

Prepaid:

Late Entry Fee:

Weekend Membership:

\$325 (If received or postmarked by April 12)

\$400 (Submitted on or after April 4, 2022)

\$25 (If not a current SCCA member.)

Refunds/Fees:

Prepaid entries canceled before April 10 will receive a full refund.

Late entries will be charged at registration, and there will be a \$35 fee charged for any check returned by the bank.

Online Registration:

<https://timetrials.scca.com/events/1998149-2021-pine-mountain-hillclimb>

SCCA Workers: Contact Don Drennon ddrennon@gmail.com

Please bring your state-issued driver license – and if you're an SCCA member – your membership card to at-event check-in.

Event Site:

The Main Paddock is at Laurel Cove Amphitheater, on State Park Road, inside Pine Mountain Resort Park. US Route 25E, 11 Miles North from the Cumberland Gap Tunnel, or 1 mile South of Pineville, State Park Road is on the west side of the highway. Look for the park sign for Laurel Cove Amphitheater and Chained Rock. Following State Park Road, the Main Paddock is approximately 1.1 miles on the left. The course runs from Laurel Cove Amphitheater to just below the Rock Hotel trailhead.

Spectators will be allowed under the direction of, SCCA Backroads of Appalachia and Pine Mountain State Park.

General Information and Supplemental Regulations

Driver Licensing and Eligibility

Drivers must:

1. Have a current or weekend member of the SCCA
2. Have a valid state-issued driver's license
3. Be able to handle the physical and mental demands of competition for the length of a session for each session of the event.
4. Have an SCCA HillClimb, Time Trials or Competition License or a competition license from a recognized sanctioning body. (E.g., NASA Road Race, Rally or Time Trials License; Rally USA Comp License, FIA Competition License, SVRA, GridLife, PCA, BMWCCA or other recognized competition organization.)

Minor Drivers (Less than 18-years-old)

In addition to the above, minor drivers:

1. Must contact officials before the event.
2. Must provide a completed SCCA Minor Waiver (Form 1068)
3. Novice HillClimb Program Attendance, Novice Coaching and working with a mentor is required.

Novice Drivers

Drivers who have not participated in a Hillclimb event are required to attend the Novice HillClimb Program, participate in Novice Coaching and work with a mentor.

Vehicle Eligibility

The event is open to automobiles (no motorcycles, karts, ATVs or similar) which meet the following criteria:

1. Has at least four (4) wheels, grouped in equal sets of half of the wheels on the vehicle per side.
2. Is properly muffled.
3. Does not have a high center of gravity. Potentially unstable vehicles with a high center of gravity—determined by whether they are wider than they are tall—are excluded from SCCA Time Trials. Width is the average track width of the vehicle, and height is measured from the ground to the highest point. Extra caution should be exercised with non-traditional vehicles (e.g., trucks using racing slicks or tires with less than 200 tread wear rating.)

Vehicle/Driver Safety Requirements

This event requires that all vehicles meet at least the SCCA HillClimb "Safety Level 2" at a minimum. This includes an approved racing specification helmet, at least a 4-point roll bar constructed to SCCA specifications, an approved racing harness, racing suit, shoes, gloves, and other items like arm restraints or window nets and fire suppression devices/systems. Factory safety systems (like you might find at a track day or time trial) is not considered appropriate.

The full requirements can be found here: <https://timetrials.scca.com/pages/hillclimb-safety-rules>

Technical (Tech) Inspection

All vehicles must go through tech inspection. Locations and Times will be in the schedule.

Numbers and Class Designation:

Numbers and class designation must be visible on both sides of the vehicle, will be issued on a first-come/first-serve basis and must meet the following criteria:

- 1) Numbers must be minimum 8" tall
- 2) Two-driver cars should add "1" to the primary driver's number (e.g., 1st driver 59, second driver 159).
- 3) You must display your Hillclimb Class designation during competition runs (S, SS, U, etc.) Low-tack class letters will be available for purchase at a reasonable cost at the event.

Competition Classes and Requirements

Appalachian HillClimb Series Championship Classing will be used for this event, see page 6

Awards and Records

The following Awards will be given for overall performance:

- King or Queen of the Hill (Overall fastest time)
- King or Queen of the Hill (Fastest driver not matching the gender of the overall fastest time award)
- Fastest Electric or Hybrid
- Fastest Front Wheel Drive

The following Awards will be given for class performance:

- Top 5 finishers in each AHS class will receive trophies.

Records will be kept for Overall Awards, AHS classes. In addition, the following Supplemental Records will be kept

Road Race:

- GT1, GT2, GT3, GTL, T1, T2, T3, T4, AS, STU, SPU, ITR, ITE, STL, ITS, ITA, ITB, ITC, EP, FP, HP, SM, P1, P2, FA, FC, FX, FF, F5, FV

Solo:

- SSP, ASP, BSP, CSP, DSP, ESP, FSP

Running Order/Number of Runs:

- There will be 4 Run Groups. Group 2 will run up the hill before Group 1 comes down, Group 4 will run up the hill before Group 3 comes down.
- Two driver cars will run in Groups 2 and 4
- Only runs available to all competitors in AHS class will be eligible for awards.
- The Event Leads have discretion to allow supplemental runs to stand as records, provided any competitors presently within 2 seconds of the standing record is given the option to run.
- While event management will do all we can to notify drivers, it is the driver's responsibility to know when their group is on call. Unless through some fault of event organizers, or other extenuating circumstance beyond the control of the driver, runs missed by drivers will not be made up.

Official Timing:

Timing will be by transponder unless unavailable. Transponder rental is included in entry fee.

Fuel and Fueling:

Standard pump gas is available approximate 1 mile from Start. Race fuel is not available on site or nearby. An min. 10 lb. ABC extinguisher is required to be present any time fuel is being transferred.

Additional Event Rules:

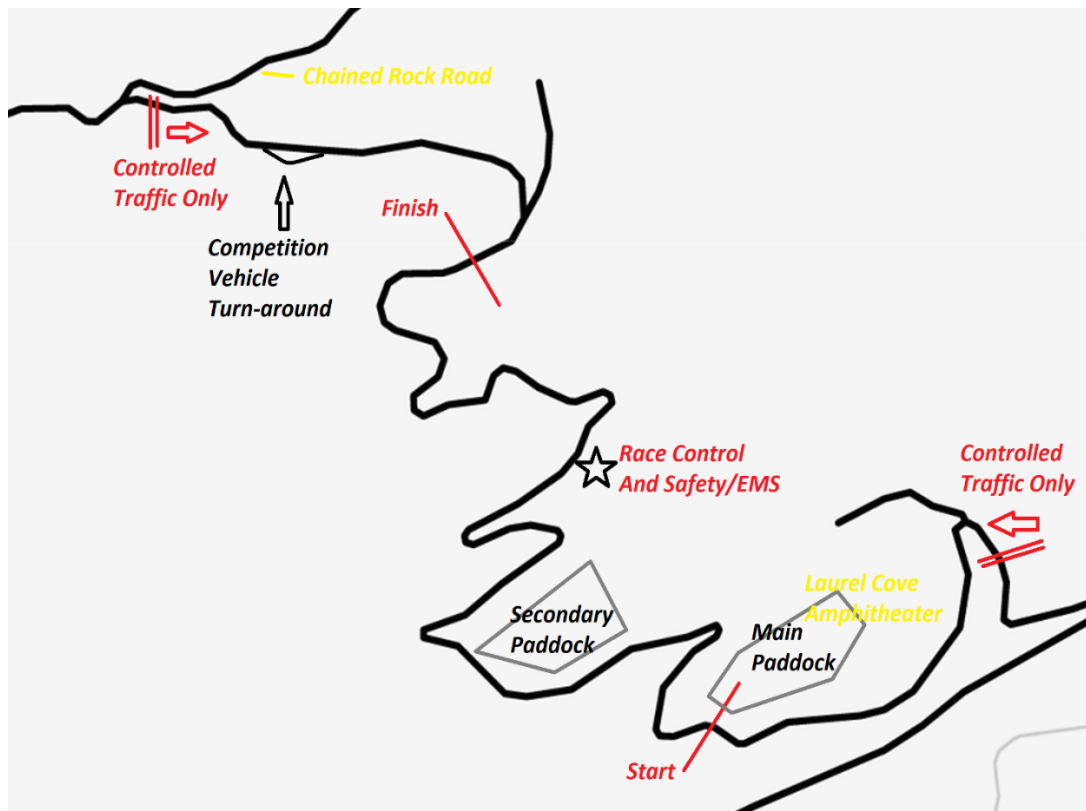
- 1) Other than mentors, sighting, on parade lap(s), passengers are not permitted on or in any race vehicle while on course.
- 2) Drivers must attend the daily driver's meetings. If a driver misses the driver's meeting for any reason, they are required to see the Competition Director or Event Lead before being allowed to compete.
- 3) The requirements for conduct and sportsmanship as defined in the SCCA Time Trials Rules will be strictly enforced. (<https://timetrials.scca.com/pages/tt-basics>)
- 4) All participants, crew, officials, worker, spectators and guests must adhere to all applicable park, city, county, state and federal laws and regulations, will follow all rules and regulations listed herein, added, posted at the event or otherwise communicated, and shall not engage in any illegal, immoral, or unsafe activities or business while on the event site. On site Park Rangers are sworn law enforcement and will handle violations of law in the manner they see fit.
- 5) Active tire warming devices are not allowed.

Parking and Paddock:

The paddock areas will be very crowded, and we would like to thank you in advance for your cooperation and understanding.

- All parking and paddock spaces will be as assigned and as directed by Paddock Marshals.
- Workers will park above the race car turn around, or at the Picnic Area at the Bridge.
- Support Vehicles – Unless specifically authorized, your paddock may contain one support vehicle (truck, trailer or RV) per entered race car. **Please let us know as soon as possible if you require additional space (greater than 25 linear feet).**
- Transporters, RVs, Trucks and Enclosed Trailers taking up multiple paddock spaces may be required to share paddock space for other race cars. Assume one race car for every 25 linear feet. Late entries or oversized vehicles not indicated at the time of registration may be assigned to the upper paddock.
- Closed Trailers – Closed trailers may be kept at your paddock space. See notes below.
- Open Trailers - Unless a necessary part of your paddock routine, trailers will be parked at the Bridge Picnic Area, or at the lower entrance to the Amphitheater.
- Main Paddock – The main paddock (Amphitheater) will be utilized by race cars needing regular pit support (Formula cars, Prototypes, Specials, Super Production, etc.) The upper paddock will be utilized for cars running DOT tires. If necessary certain race cars paddocked in the upper paddock may be assigned a single parking space in the lower paddock, if necessary.

Course/Paddock Map



The course runs a portion of State Park Road 382, from the main parking entrance of Laurel Cove Amphitheater (Altitude 1150') for 1.7 miles, to a point near the Hotel Rock trailhead (Altitude 1850').

Concessions and vehicle paddock will be within the Laurel Cove Amphitheater parking lot, and the unpaved picnic area just northwest of the Amphitheater.

All traffic will be strictly controlled from and including the lower Amphitheater entrance to a point immediately below, but not including the intersection with Chained Rock Road.

2022 Pine Mountain HillClimb

Presented by Summit Racing, Grassroots Motorsports and Backroads of Appalachia

OFFICIAL EVENT SCHEDULE

FRIDAY- April 22

- 11:00 AM Paddock Opens
PLEASE DO NOT ARRIVE BEFORE 11:00 AM WITHOUT APPROVAL
- 12:00 PM Course is available for Touring
Competition Cars are allowed, must follow ALL traffic laws
- 1:00 PM Roving Tech Available in Paddock
- 4:45 PM Course is closed for Touring- all traffic must be road legal
- 4:45 PM Competition Car escorts to Pineville Begin
- 5:00 PM Downtown Event with Check-in and Tech Open
- 8:00 PM Downtown Check-in and Tech close
LAST CALL FOR ESCORT TO PADDOCK

SATURDAY- APRIL 23

- 7:00 AM Check-in and Tech Available at Start Line/Grid
- 7:30 AM Worker Meeting at Top of Course Turnaround (Second Overlook)
- 7:50 AM Driver Meeting at Start Line
- 8:00 AM Road Closed
- 8:30 AM Competition Runs Begin
- NOON (Approx.) LUNCH BREAK - Road is Open
- 1:00 PM (Approx.) Competition Runs Resume - Road is Closed
- 5:00 PM (Approx.) Competition Runs Conclude
- 5:30 PM Road is Open
- 6:00 PM Dinner and Social at the Pine Mountain Lodge - All are invited

SUNDAY- APRIL 24

- 7:30 AM Worker Meeting at Top of Course Turnaround (Second Overlook)
- 7:50 AM Driver Meeting at Start Line
- 8:00 AM Road Closed
- 8:30 AM Competition Runs Begin
- NOON (Approx.) LUNCH BREAK - Road is Open
- 1:00 PM (Approx.) Competition Runs Resume - Road is Closed
- 4:00 PM (Approx.) Competition Runs Conclude
- 4:30 PM (Approx.) Trophy Presentation at Start Line - Road is Open

Appalachian HillClimb Association

Championship Classifications

Rules and Guidelines

Purpose and Philosophy: The AHA Championship Classes are intended to capture a wide range of SCCA Classes and vehicle preparation levels within a structure that awards an appropriate number of year end championships. The structure is designed to encourage creativity and prioritize HillClimb specific builds.

Method: Regions holding individual AHA HillClimb events are allowed to keep records and award trophies as they see fit. However, events must at least offer the Championship Classes and may do so as a secondary classing system. Example- a Driver may choose their event/record class and also select their Championship Class.

The Classing Matrix: AHA Championship Classing is captured within a matrix. The matrix breaks vehicles into 3 categories: Sport for street legal and limited prep racing cars, Modified for production-based racing cars and Special for Formulas and Sports Racers. Each category is divided into classes based on displacement, which is the key differentiator within the category. Classes each have an allowance for tire and aero.

Prep Limits: Additionally, there is also a “prep limit” for most classes, meaning a car must be legal for one of the classes listed, OR one listed above on the Matrix- example: an STX car with 3.0l of displacement would be classified in Super Sport. Note- there is not a prep limit for Mod Unlimited or Specials. For classes with a prep limit, the vehicle must fit within at least one listed class hole- in other words, builders may not mix and match allowances.

Safety: Each category has a required safety level. For production-based vehicles, the minimum safety level is Level 2, requiring rollbars and driver safety gear, though Level 3 is highly recommended. Specials require GCR level safety. If you have questions on safety rules, please contact an event lead. Safety levels can be found at <https://timetrials.scca.com/pages/hillclimb-safety-rules>

Clarifications/Examples:

- A Spec Miata can run as a legal SM car in Sport class- however it can also remove a restrictor, use different wheels and tires, and stay in SL within the CSP ruleset
- In Super Sport, M4, M5 and SMF cars are eligible provided they meet the displacement and aero limits for the class- essentially this means that a small displacement swapped or boosted car with limited aero would land in this class
- Because Modified lists TT Class U2 as a prep limit, any of the cars in this class could declare themselves as U2 and run a more open ruleset. Same is true for Super Modified and Mod Unlimited with the U1 option- This essentially creates three levels of the previous Super Production Ruleset.
- In general, ESP cars all have the same Hillclimb potential and thus ESP legal cars are exempt from the displacement limit for Super Sport.
- The Street Unlimited ruleset, traditionally used for SEDIV HillClimbs is allowed for Sport Unlimited

Classification Matrix

HillClimb Class		Displacement limit	Safety Level	Tire Allowance	Aero Allowance	Prep Limit	Examples of Classes included			
							TT	Solo/Auto	Racing	
Sport (S)	<i>Small displacement, lightly modified street legal and limited prep race</i>	Internal combustion engines (ICEs) up to 2.5 NA, No FI	Level 2	Any D.O.T. Approved Tire	Splitters and Spoilers per Solo SP rules	<i>Must otherwise be legal for one of these or the above listed classes:</i>	S4	CS	STR	ITA
							S5	ES	STH	ITB
							S6	GS	SSC	ITC
							T4	HS	CSP	T4
							T5	STS	FSP	SM
								STX	DSP	B-Spec
Super Sport (SS)	<i>High performance, lightly modified street legal and limited prep race</i>	Internal Combustion Engines up to 5.0 NA / 2.5 FI (2WD) / 1.9 FI (AWD)	Level 2	Any D.O.T. Approved Tire	Splitters and Spoilers per Solo SP rules	<i>Must otherwise be legal for one of these or the above listed classes:</i>	S2	SS	BSP	T2
							S3	AS	ESP*	T3
							T2	BS	SMF	ITS
							T3	DS		ITR
							M4	FS		
							M5	STU		
Sport Unlimited (SU)	<i>Highly modified street legal and limited prep race</i>	Unlimited	Level 2	Any D.O.T. Approved Tire	Open	<i>Must be legal for one of these or the above listed classes:</i>	S1	SSP	SU**	T1
							T1	ASP		
							M1	SM		
							M2	SSM		
							M3	CAM		
Modified (M)	<i>Small displacement, highly modified production based</i>	Internal combustion engines up to 2.5 NA, No FI	Level 2	Open	Open	<i>Must be legal for one of these classes:</i>	U2	XP		GTL
								DP		STL
								EP		EP
								FP		FP
										HP
Super Mod (SM)	<i>High performance, highly modified production based</i>	ICEs up to 5.0 NA / 2.5 FI (2WD) / 1.9 FI (AWD)	Level 2	Open	Open	<i>Must be legal for one of these or the above listed classes:</i>	U1	CP		STU
										GT2
										GT3
										AS
Mod Unlimited (MU)	<i>Ultra high performance, production based</i>	Unlimited	Level 2	Open	Open	<i>None-Example classes include:</i>		DM		GT1
								EM		
Special Limited (SL)	<i>Small displacement formula and Sports Racers</i>	Internal combustion engines up to 2.0 NA, No FI	GCR	Open	No Wings	<i>Must be legal for one of these classes:</i>		CM		FF
								FM		F5
										FV
										SRF
Special Open (SO)	<i>Unlimited Formulas and Sports Raceers</i>	Unlimited	GCR	Open	Open	<i>None-Example classes include:</i>		AM		FA
								BM		FX
										P1/P2
										PX

Notes:

IT IS HIGHLY RECOMMENDED THAT ALL VEHICLES MEET OR EXCEED LEVEL 3 SAFETY

*All ESP cars may run within Super Sport, regardless of displacement

**The SEDIV HillClimb Class "Street Unlimited" is included as an approved ruleset for Sport Unlimited