

## **Knox Mountain Hill Climb 2016 Supplemental Rules**

**Authority:** This event is organized by Knox Mountain Motor Sport and sanctioned by CACC and affiliated with ASN Canada FIA Inc. This event is conducted under the General Competition Regulations of CACC, and governed by the lapping day regulations of CACC, CACC Time Attack as well as these supplementary regulations.

**Eligibility:** Any person is eligible to compete if they possess a valid competition license from the following list. Canadian Residents: CACC Senior Race License, CACC Senior Time Attack, Senior Ice Race, CARS Rallye or equivalent license issued by ASN Canada FIA Inc or another of its territories.

U.S. Residents: SCCA Solo 1, Regional, National or Pro race license, or equivalent license issued by another ACCUS member.

Others: FIA International license issued by your ASN, accompanied by a letter of permission. A valid provincial, state or international driver's license is also required. CACC licenses will NOT be available at the event.

**Entry:** See entry page for dates and rates. Completed entry forms and fees are required to constitute an entry. There will be a limit of 90 entries. Two drivers per car is acceptable (see specific rules below), though in the event we are at the limit of 90 entries preference will be given to single entry cars. Two cars per driver will not be allowed. The organizers reserve the right to refuse any entry. All drivers and crew members are required to have a weekend pass with them at all times during the event. Only one crew pass to the HOT PITS is given to the driver at registration. All other hill climb passes must be purchased. NO ONE is allowed into the event without having signed the waiver, completing a medical form, and having a wristband on their wrist. Wrist band must be worn and be visible.

### **Pit Rules:**

Unless additional vehicles are pre authorized by the Organizer, each participant is limited to one race vehicle and one support vehicle in the pit area.

Participants may have one trailer or RV per driver to use as accommodation during the event.

Race vehicle engines may not be started between the hours of 7 pm and 8 am.

No generators may be run between the hours of 11 pm and 7 am.

No loud music or noise between the hours of 9 pm and 9 am.

No skateboards, bicycles, scooters or vehicles other than race cars are allowed in the hot pits (pre-grid).

No refueling of vehicles is allowed in the hot pits (pre-grid).

Closed toed shoes, shirts sleeved to just above the elbow and a visible wrist band must be worn and clearly visible in the hot pits (pre-grid).

All hazardous waste spills are to be reported immediately to the Pit Marshall.

All hazardous waste must be taken by the participant when they leave following the event. This includes items such as car batteries, propane tanks and paint.

Dogs and other pets are not permitted outside of the pit area. Dogs must be leashed or contained at all times.

No fires or open flame of any kind is permitted.

All entrants' vehicles must vacate the park by noon on the Monday following the event.

The cost of any damage to grounds regardless of cause will be charged to the entrant responsible. Two Driver/Car Entries:

Two drivers per car entries will be allowed. The two entries in one car will be required to have different car numbers, which they must ensure are displayed on the vehicle for the appropriate driver. It is imperative that dual driver entries make sure that they have the correct number on the car. Failure to do so may result in the incorrect driver being credited for a run or the run being forfeited.

Registration and Refunds:

Refunds: Full refunds are available. Any cancellations after 2 weeks before the event, or no shows, will have a \$ 50.00 cancellation fee charged to their refund. Once a vehicle has completed the on site event registration process and gone through tech inspection no refunds will be offered.

Registration: Registration will be open from 9:00AM to 7:00PM on the Friday before hill climb start, only. SATURDAY REGISTRATION is allowed only in emergent situations and then only at the discretion of the Clerk of the Course. No registration will be allowed after 9 am.

Effective Date: for the purpose of discounts on registration fees the date of payment determines the date of registration.

Technical Inspection:

Technical Inspection will be open the Friday before hill climb start from noon to 9:00 PM in the pit area at the Scrutineer's Tent. Bring your paperwork, safety gear and car for inspection. No vehicle may enter the pre-grid area or the race course until it has passed technical inspection.

In the event that race vehicles have a current Annual tech inspection, drivers will still be required to present themselves and their personal safety gear to the Technical inspection with a signed inspection form and vehicle log book with a current inspection stamp.

If you are entering a Legends or Truck class, you must also present a current Rule Book from your applicable governing body, describing your class, and you must meet Knox Mountain safety equipment standards.

Running Order and Restarts:

Running Order: The running will be posted on the official bulletin board found at the beginning of the pit area. Any competitor not ready for their correct running order will forfeit their run and will not be given an opportunity to take the run at a later time except with the permission of the Clerk of the Course.

Restarts and Re-runs: No re-runs will be granted for any other reason than red flagging of the car, failure of the timers, or at the discretion of the Clerk of the Course. Re-runs, when allowed, must be taken at

the end of the following race group. Two driver cars cannot be guaranteed re-runs. Because two driver cars can occupy both run groups, re-runs will have to be grouped separately. The organizers will attempt to accommodate this, but due to time constraints, re-runs may not be possible. Drivers may not take re-runs in the alternate driver's place except with the express permission of the Clerk of the Course.

Reruns: where possible the car(s) being returned to the bottom due to a red flag event will be turned at start and rerun immediately. In cases where the car to be rerun is not ready it will return to the hot pits and run at the end of the group.

Results: Results will be declared and presentations will be made after the competition ends. Results will remain unofficial until 1 hour after the closing of the event.

Ties will be broken by taking the second fastest time of the competitors involved.

Illegal Runs: Anyone observed by the RCMP or event officials making illegal runs up Knox Mountain, will not be permitted to enter the event.

The timing trailer is out of bounds to all persons except officials in the execution of their duties. Entrants or their crews in this area are subject to exclusion from the event. Drivers are to direct all inquiries to the CACC Steward.

Official Notice Board: The Official Notice Board will be adjacent to or opposite the hot pit area.

Red Flags:

Official Closing of the Course: If for any reason it becomes necessary to close the course while a competitor is running, this will be done by waving of Red Flags by an event official. If a competitor fails to stop upon the display of a red flag, that competitor may be excluded from the event by the CACC race steward.

Insurance: The event is insured under the ASN Canada FIA Inc., master insurance plan issued by Stoneridge Insurance. The policy limit for Liability per occurrence is \$5,000,000.

Participant Legal Liability - \$5,000,000; AD&D - \$25,000; Weekly Indemnity - \$200/wk for 104 weeks.

2016 Event Officials:

Chief Organizer - Bryan Fulton  
Clerk of the Course – Bryan Fulton

Course Marshall - Bruce Newton

Chief Pit Marshall - Wayne Bailey

Scrutineer – John Edwards

Chief Timer – Sandra Stringer

Starter – Amy Fulton

Registrar - Marie Sherman - Contact Information: 390 Quilchina Drive  
Kelowna, BC V1W 4W4  
Registration Enquiries Phone: 250 764-0775

Direct email enquiries through: [bryanfulton@shaw.ca](mailto:bryanfulton@shaw.ca)

General Inquiries Phone 250 878-1233 (Bryan Fulton)

Club Fax: 250-869-0029

Technical Director – John Edwards  
Contact via email through website: [knocmtnhillclimb.ca](http://knocmtnhillclimb.ca)

2016 CACC Officials:

Chief Steward of the Meet: Mike Kaerne

Alcohol and Drugs: Alcoholic beverages and illegal drugs are not permitted. Consumption of alcohol or illegal drugs by a driver or crewmember will result in immediate exclusion of the entry. Please note "During the Event" means all day, until the last car is down the hill and the course is declared closed.

Please be aware that we are using a city park and all laws pertaining to alcohol and drugs apply.

Vehicle and Driver Safety Requirements:

Any four-wheeled vehicle in safe condition as determined at technical inspection may be used. Failure to comply with applicable rules will result in exclusion from the event. The organizer and/or clerk of the course have the right to refuse entry of any vehicle they feel would be unsafe to compete in this event.

The clerk of the course and/or course marshal, at any time before or during, has the authority to request the steward to prevent the running of any vehicle or driver deemed to be unsafe for this course.

All drivers must wear the required safety equipment and have harnesses fastened at all times when their vehicle is in motion on the racing surface. Competitor Safety Equipment, including fire resistant driver's suit, gloves, shoes, socks, and balaclava, complying with CACC GGR Sec 18.2 is required. Balaclavas and gloves are not required to be worn when following a safety vehicle down the hill at the end of a run group. When following the safety vehicle down the hill, the Driver must maintain a speed of 60 kph or less and be aware of two-way traffic.

Competitors must wear a safety helmet which meets one of the following FIA standards:

. BS 6658-85 TYPE A/FR with all amendments (Great Britain) . Snell Foundation, (USA) SA 2005, SA 2010, SAH 2010

. SFI Spec 31.1A and 31.2A (USA) Note: suffix must include A . FIA standards 8860-2004 or 8858-201000

Cars competing in SP, and vintage cars raced before 1980 must have roll bars conforming to all of the subsections found under CACC GGR Section 17, or Appendix L of the SCCA Solo events rules, although roll cages are highly recommended. Cars competing in GTX, GTO, and GTU classes must have roll cages complying with all subsections of the CACC GCR Section 16.

Cars competing in Formula or SR classes must have roll bars complying with CACC regulations for their class.

All other cars, including cars competing in GT 1-5 classes must have roll cages complying with CACC GCR Section 16.

A minimum 5 point safety harness complying with CACC CGR Section 19.3 must be installed in the car and used by the driver at all times the car is in motion on the racing surface.

Drivers are required to wear an approved neck restraint system such as a "HANS " type head & neck restraint or equivalent product from another manufacturer per CACC GGR Section 18.4.

All persons riding as a passenger in a vehicle, for demonstration purposes, must wear a "HANS" type neck and head restraint. During a timed run no passengers are permitted to ride in a car that is racing in the event.

A fire suppression system complying with CACC GCR Subsection 20.6, or an all-metal fire extinguisher UL listed at 5BC or greater is required, except in Formula and SR classes. If a UL listed fire extinguisher is used it must be securely mounted in an all metal bracket and be within easy reach of the driver. Cars competing in GT 1-5 classes may substitute an approved fire extinguisher for the SCCA mandated fire suppression system.

Tires must be in good condition, having no cord or blemishes showing. Recapped, retread, or remoulded tires are not permitted.

Brakes must be operational on all four wheels, and in excellent condition. Brakes are subject to testing. All lights and reflectors must be either securely taped or removed. Nitrous Oxide is strictly prohibited.

Closed roof cars must have the driver's door window fully open or removed when on course. A strap-type window net must be fitted such that the driver's arm(s) cannot extend outside the vehicle unintentionally. Mesh type window nets complying with SFI standard 27.1 are permitted. Alternatively, if a car is not equipped with an approved window net, the driver must wear SFI or FIA approved arm restraints Drivers of open cockpit cars must use SFI or FIA approved arm restraints.

Drivers of open cockpit cars must wear a full coverage helmet and face shield plus one other layer of eye protection.

Drivers of production convertibles are required to have at minimum a roll bar complying with CACC GCR subsection 16.10. This applies to vehicles racing in a class where a full roll cage is not required under the CACC GCRs. A roll cage is highly recommended for all convertible vehicles. These types of vehicles will be highly scrutinized as to head and roll over protection before being allowed to run in the event.

Note: CACC rules may be viewed at [www.caccautosport.org/rules/](http://www.caccautosport.org/rules/)

#### Noise Abatement:

The Knox Mountain Hill Climb is held inside the City of Kelowna owned, Knox Mountain Park, which is surrounded by residential subdivisions. The City of Kelowna insists that the event enforce the 96db. If the event participants (and race cars) abuse this rule then the City will not allow the Hill Climb to continue. The maximum noise output for this event is 96 dB measured 50 feet from the racing line. No competing or demonstration vehicles may exceed this limit during the entire event.

Any vehicle that exceeds the limit is subject to exclusion from the event. The organizers reserve the right to require that any vehicle with a sound level they consider objectionable have additional muffling installed.

The KMMS sound meter and operator are the official measurement. All readings are final.

Drivers that exceed the 96 db will be informed of the offence by a steward and scored a DNF for that run by the timer.

At the Steward's discretion, one chance to correct the car may be given. All corrections must be approved by the technical director prior to next run. A second offence and the Steward will prohibit the car from further runs unless there are extenuating circumstances.

In the case of dual driver cars, both drivers are responsible. If driver #1 is over the limit, the car needs to be repaired or changed before driver #2 can run.

Time permitting, cars close to the limit will be warned (92 - 95 db) by the steward.

Upon modification of a vehicle and notification of modification to the steward, the KMMS official Technical Chief and/or Organizers are the final authority as to whether a car will be allowed another opportunity to run.

#### Competition Numbers:

Competition numbers will be assigned as entries are received. If you have a number already on your car, please indicate it on your entry form, so that if possible, it can be reserved for you. Please also indicate a second and third choice, as your number may already be taken. Remember to bring material to the event to clearly renumber your car in case your current number cannot be used.

Numbers must be clearly and prominently displayed on the front and both sides of the car. Numbers must be at least 10" high with a nominal stroke of 1-1/2", except formula cars, which must have numbers at least 8" high with a nominal stroke of 1-1/2".

Any car coming to the start line without the numbers properly displayed may forfeit that run!!!!  
KMMS reserves the right to require, as a condition of entry, that participants display the decal of an event sponsor.

#### Driver's Meetings and Track Tours:

The driver's meetings will be conducted by the event organizers. The CACC steward is a participant in these meetings and given opportunity to address the drivers.

All new drivers must attend the rookie meeting called by the Clerk of the Course.

All new drivers must participate in the Saturday morning rookie drive up the hill.

All drivers must attend the driver's meetings called by the Clerk of the Course. This meeting will be held each morning of the event prior to the first run of the day. There may be occasion during the event where the Clerk, Course Marshall or CACC Steward call additional meetings. Attendance of all drivers is mandatory.

Drivers may walk the course Friday evening, but only after the white gate past the start line is closed. While the gate remains open the course is still being prepared and no access is permitted except by race

officials.

Drivers who violate any of these rules will be reported to the CACC Race Steward.

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Prepared for KMMS by Bryan Fulton, Clerk of the Course

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