

## **1. Section 1 - Administrative**

### **a. General**

- i. Board of Directors: The Board of Directors (herein referred to as BOD) shall be composed of President, Vice-President, Secretary, and Treasurer. Other Board positions may be added and removed as seen fit by the current BOD. Multiple positions may be filled by a single person, but the Board shall be no less than three people in size.
- ii. A representative from each hillclimb event, not otherwise represented on the BOD, must be present at the Annual Meeting. Member organizations will be responsible for notifying the NHA President as to the name of this person.
- iii. Conference calls may be arranged at the discretion of the BOD.
- iv. The minutes of the NHA Annual General Meeting, and any other declared NHA meeting, will be made available to all members via posting on the NHA website (nhahillclimb.org).
- v. Remote access to meetings via video and/or audio will be at the discretion of the BOD.

### **b. Member Organizations of the Northwest Hillclimb Association**

- i. Member organizations must have legal status as a non-profit or not-for-profit organization.
- ii. Only member organizations, or NHA, can host an NHA sanctioned event.
- iii. Member organizations must submit an annual membership fee of twenty-five dollars (\$25.00) prior to November 1 of each year. At this time a schedule of hillclimb events for the following year must be submitted to the BOD to facilitate planning at the Annual General Meeting.

### **c. Event Planning**

- i. Organizations hosting an NHA sanctioned and insured hillclimb event will guarantee that all current NHA members who have paid their annual dues (members in good standing) will have their entries accepted for the event. Said entries must be submitted in accordance with entry deadlines established for general registration by the host organization. The host organization may also implement an entry cap at its discretion, for purposes of event organization and management
- ii. Member organizations are encouraged to send out brochures, flyers, registration forms, and/or other printed/electronic items as early as possible. At the latest, said materials should be received by potential entrants no later than two weeks prior to the registration deadline.
- iii. Proposed new hill climb sites shall be inspected by two NHA members, appointed by the BOD, for suitability and safety. At least one of the NHA inspectors should have hillclimb racing experience in a "higher speed" race car (i.e. classes FA, FF, CSR, GT1, SPO, or similar high performance classes). The NHA inspectors will make a written

- recommendation to the BOD regarding acceptance of the proposed site. The BOD will make the final decision as to an NHA sanction for the event.
- iv. Events added to the schedule after April 30 will be non-pointed events for NHA purposes for that year, and will not count for “Climbed Them All” awards.
  - v. Should an organization wish to change the dates of an event after March 1, the organization will be responsible for, and guarantee notification of, all prospective entrants by regular mail, including NHA members, provided that the change is accepted by the BOD. The NHA will assist in notification via the website, but this will not take the place of mail notification.
  - vi. Each member organization should submit a list of participants, including addresses, to the NHA no later than two weeks following the hillclimb event.

## **2. Section 2 - Insurance**

### **a. Deposits and Administrative Fees**

- i. Organizations requesting NHA sanction and insurance must submit a non-refundable deposit of \$100.00 to the NHA Secretary/Treasurer prior to April 1st of the event year. This deposit will be applied to the organizations insurance billing for the event. The insurance billing will include a \$75.00 NHA administrative fee. NHA President may approve a date adjustment.

### **b. Required Insurance**

- i. Organizations seeking an NHA sanction and insurance coverage, and inclusion in the NHA Championship Program, shall be insured under the NHA insurance program. Alternatively, the organization may provide the NHA BOD with a complete copy of the insurance company binder at least a month prior to the event. The NHA must be a named insured. A \$100.00 sanction fee will be assessed.

### **c. Availability of Copies of Insurance Policy and Binder**

- i. Upon request, a copy of the NHA master insurance policy, with the binder, will be provided to member organizations hosting the related hill climb event.

## **3. Section 3 - Membership and Competition Licenses**

### **a. Membership Dues**

- i. Membership dues are \$10.00 per calendar year. Memberships may be purchased in advance, as soon as the end of the last event of the previous year.

### **b. Members E-Mail Address**

- i. Members are encouraged to provide an e-mail address to facilitate timely notification of matters relating to the NHA. This will not be shared by the BOD with commercial organizations. Member organizations will also treat this information in a confidential manner.

- i. Members may purchase an NHA Competition Logbook for \$5.00.

- d. Members obtain a valid competition license by:**

- #### e. Recognition of Competition License

- #### **4. Section 4 - NHA Awards and NHA Challenge Series Trophies**

- i. All NHA sanctioned hillclimb events should be included in tallying year-end points.

- i. If a person becomes a member of NHA after the start of the racing season, points can only be credited from one event that took place that year prior to him or her becoming a member. If there were more than one prior event, the member can designate the event.

- i. Point System per event: Nine points (9) for first place, six points(6) for second place, four (4) points for third place, three (3) points for fourth place, two (2) points for fifth place, and one (1) point for sixth and all lower places.

i. The Northwest Hill Climb Association will not recognize hill records, nor award competition points, for cars known to be illegal for their class.

- i. To be eligible for the NHA Challenge Series Trophies, competitors must enter more than one-half of all NHA Hill Climb Events for the calendar year, and must start at least one run at each event entered. At least one event must be entered on either side of a direct (longitudinal) line running north and south, through Bend, Oregon.

- a. All competition vehicles, including historic vehicles, must be fitted with a minimum three point restraint belt system. Additionally, all competition vehicles must have a restraint system appropriate for their class, as set forth either in the current year's SCCA Solo Rulebook for cars running in Solo classes, or the current year's SCCA General Competition Rules (GCR), for cars running under GCR classing.

- b. Roll bars or roll cages are required in all open cars. Integrated roll bars (i.e. systems by Porsche and Corvette) are acceptable. Inflated or “pop-up” roll bars are not acceptable. Any competition vehicle using non-DOT approved racing slicks must have, at a minimum, a roll bar meeting 1975 or later GCR rules. Drivers seeking technical approval for a rollbar or cage meeting any specifications other than the current year’s GCR specification shall provide the technical inspector with a copy of the rules in which the car is in claimed compliance. The roll bar/cage must extend above the driver’s helmet 2” or current GCR minimum, whichever is greater. Roll bars/cages will be examined at technical inspection and must meet the appropriate Solo or GCR specification as determined by competition class. NHA strongly recommends all competition vehicles have a roll bar or cage in compliance with Section 3.3.2 of the Solo Rules, and that rule is specifically incorporated by this reference as if herein repeated in full.
  - i. **NOTE:** Open cars with factory installed roll hoops and/or factory (OE) aluminum/steel hard tops secured by factory (OE) mounting hardware will be allowed to run in Street and Street Touring classes, as defined in the Solo rules, only, and the cars must be otherwise legal for those classes. Cars with retractable roofs will also be allowed only in street and touring class. Fiberglass tops allowed with appropriate roll bar as set forth herein.
- c. A fire extinguisher or fire suppression system carrying a minimum 5BC rating is required in all competition vehicles. The extinguisher or actuating device must be within arm’s reach of the driver and easily accessible by safety officials. It is strongly recommended that a fire system in compliance with the relevant provisions of the SCCA GCR be used.
  - i. **NOTE:** Due to Forest Service regulations, some hills require that this be in the form of a fire extinguisher, and a suppression system may not be sufficient. Please see individual hill regulations to verify.
- d. Fire extinguishers must be secured by metal brackets. “Bungee” cords or similar devices are not acceptable.
- e. Fire extinguishers (except Halon or similar gas systems) must have been professionally inspected and tagged within thirteen (13) months of the event date.
- f. Technical Inspectors will remove portable fire extinguishers from their brackets and visually check the pressure gauge, shaking them to ensure that the chemical agents are loosened.
- g. Drivers will wear, at a minimum, cotton long sleeved shirts and cotton pants during all competition runs. Closed-toe shoes must be worn during all competition runs and it is recommended that the shoes be made of leather or other fire resistant material. Nomex racing suits in good condition and meeting SFI 3.3 standards or above and gloves meeting SFI 3.3 standards or above are recommended.

- h. Helmets must comply with current Solo or GCR rules, including expiration dates. Competitors are strongly encouraged to use a helmet in compliance with Snell "SA" standards.
- i. Helmets and belt restraint systems must be securely fastened and worn up and down the hill.
- j. Any competition vehicle that has left the roadway, or has collided with any object, must be re-examined by the technical inspector prior to engaging in another run.
- k. If an entrant in a Solo-Based class (a class not requiring a competition harness system) has installed an aftermarket competition seat, it is his/her responsibility to ensure that the restraint system holds him/her securely in the seat. Competitors are advised that, often the factory restraint system does not work with an aftermarket seat. The technical inspector will make the final determination as to the safety and suitability of the modifications.
- l. Effective 2018 all drivers in classes allowing "racing slicks," defined as non-DOT compliant racing tires including Hoosier and Avon competition tires, will be required to wear SFI certified Head and Neck Restraint ("HANS") devices. All other drivers will be required to wear SFI 3.3 minimum rated foam neck supports/donuts. Technical inspection will include verification of the SFI tag on donuts and HANS devices.
  - i. **NOTE:** IN 2019, ALL DRIVERS COMPETING ON R COMPOUND TIRES, BOTH DOT AND NON-DOT CERTIFIED (specifically including Hoosier R7 and A7 tires) WILL BE REQUIRED TO WEAR A HANS DEVICE AS SET FORTH HEREIN.
  - ii. A driver using a Neck Donut will be required to have a closed face helmet, as this is the only way the device is effective.
  - iii. A driver using a HANS-type device may wear a closed or open face helmet.

## **6. Section 6 - Vehicle Classification**

### **a. Standard Classing**

- i. The Northwest Hill Climb Association (NHA) recognizes and uses 4 categories for vehicle classification for competition:
  - 1. **SCCA Solo classes** as set forth in the Solo Rulebook for the current competition year;
  - 2. **SCCA General Competition Rule (GCR)** classes as set forth in the GCR for the current competition year;
  - 3. **NHA Special classes** as set forth in these Rules each year; and
  - 4. **Vintage classes** as set forth in the SOVREN Rulebook for the current competition year.
- ii. NHA does not allow go-carts or Karts of any kind, or ATVs, UTVs (Razors) or any type of vehicle specifically built for off road usage. NHA also does not allow any 2 wheel or 3 wheel vehicles for competition.
- iii. NHA rules take precedence over all other listed rules.

- iv. Event supplemental rules, as posted in pre entry information are next in precedence.
- v. Proper classing of the vehicle is the responsibility of the competitor, but is always subject to verification and correction by event officials and your fellow competitors. Competitors who wish to compete in GCR or Vintage classes may be asked to provide a current or the most recent vehicle Logbook or other documentation in support of the claimed competition classing. Should you have a question about your specific class you may contact the NHA Director of Classing.
- vi. Please refer to the SCCA Solo Rules, Section 3, which are incorporated by this reference as if herein repeated in full, as well as the Appendices thereto, also incorporated by this reference, for Solo classification rules and classes.
- vii. Open classes are open to all drivers otherwise eligible to compete. Ladies classes, in accordance with the rules set forth in Section 4.7 of the Solo Rules, shall be offered to female competitors who may choose to compete either in Ladies or in Open classes.
- viii. **NOTE:** All Cars in Solo Prepared and Modified classes must, per NHA, rules must run a SCCA® GCR legal roll bar or roll cage. THIS IS A REQUIREMENT IN EXCESS OF THE SOLO RULES. HANS devices will be required in 2018 for all drivers in these classes. See Section 5 of these Rules.

**b. NHA Special Classes:**

- i. **Over Street Prepared (OSPO/OSPU)** (Over and Under 2.5 liters / 150 cubic inch engine displacement): These classes are meant to provide a place to compete for mass produced cars which exceed Solo Street Prepared classing rules but which may not be legal in Solo Prepared or Modified classes. These classes are a creature of local autocross clubs and the competitor is advised to refer to his or her local club for guidance in classing.
  - 1. The OSP classing shall be OSPO (for cars whose engines have an effective displacement of 2.5 liters / 153 cubic inches and above) and OSPU (for cars whose engines have an effective displacement under 2.5 liters / 153 cubic inches). "Effective displacement" is the engine's actual displacement, if it does not have forced induction, or as determined by subsection (d), below, for forced induction cars.
    - a. Engines need not be from the OE manufacturer.
  - 2. Allowable competition tires are as set forth in Section 15.3 (relating to Solo Street Prepared cars) of the Solo Rulebook and specifically includes DOT-approved competition tires) and that section of the Solo Rules is incorporated herein by this reference as if repeated in full.

3. Class Criteria

- a. The vehicle must be able to be street licensed/legal as raced;
- b. The vehicle must have a glass windshield;
- c. The vehicle must retain inner door panels;
- d. A front passenger seat is required. Rear seats may be removed.

4. Forced induction (defined as either supercharging or turbocharging) is allowed, subject to the following calculation of effective engine displacement: Original engine displacement multiplied by 1.4. (example: 2.0 liter engine turbocharged = 2.8 liters effective engine displacement)

5. **NOTE:** OSPO and OSPU competitors will be required to use a certified HANS device beginning in 2019, regardless of tires actually equipped. See Section 5 of these Rules.

- ii. **Super Production (SPO/SPU)** (Over and Under 2.5 liters / 153 cubic inches engine displacement): This is a class for production based cars claimed to be modified beyond applicable SCCA Solo or GCR classing. It also includes, for example, vehicles prepared to SP specifications under the International Conference of Sports Car Clubs ("Conference") rules; vehicles claiming to be classified under Conference rules shall produce a valid logbook on request by event officials.

1. Class Criteria

- a. SP classing shall be SPO (for cars whose engines have an effective displacement of 2.5 liters / 153 cubic inches and above) and SPU (for cars whose engines have an effective displacement under 2.5 liters / 153 cubic inches). "Effective displacement" is the engine's actual displacement, if it does not have forced induction, or as determined by subsection (g), below, for forced induction cars; displacement for rotary engines shall be computed as twice the volume determined by the difference between the maximum and minimum capacity of the working chamber, multiplied by the number of rotors.

i. Engines need not be from the OE manufacturer.

- b. Vehicles shall be production based, but full or partial tube frames are allowed.
- c. Vehicle bodywork must have a silhouette recognizable as the model represented (for example, Corvette or Miata)
- d. Bodywork must be in place and properly affixed to the chassis, as determined at technical inspection.
- e. Allowable aerodynamic aids shall be as specified in Appendix A, Section 1 c of the Solo rules, pertaining to the

Solo XP class, the provisions of which are incorporated by this reference as if herein repeated in full.

- f. Engine location must be in same general area as original; i.e. in front of or behind the driver.
  - g. Forced induction (defined as either supercharging or turbocharging) is allowed, subject to the following calculation of effective engine displacement: Original engine displacement multiplied by 1.4. (example: 2.0 liter engine turbocharged = 2.8 liters effective engine displacement ).
  - h. All SPO / SPU cars must have rollcages/rollbars per GCR spec for the year in which the rollcage/rollbar was built / installed in the vehicle; the competitor shall, if requested, provide documentation demonstrating such compliance (including, but not limited to, a duly issued logbook or rollcage stamp issued by a local SCCA Region or Conference technical inspection). If the competitor cannot provide such documentation, the rollcage/rollbar may be required to conform to the GCR specifications of the current competition year.
  - i. Allowable competition tires are as set forth in Section 17.3 of the Solo Rulebook, pertaining to Prepared Cars, which is incorporated by this reference as if herein repeated in full.
  - j. **NOTE:** All SP competitors will be required to use a certified HANS device beginning in 2018. See Section 5 of these Rules.
- iii. **Formula Ford (FF):** Cars with 1600cc ford engines built prior to 2009 – note, these vehicles may also run under Solo C Modified rules. All competitors in this class will be required to use a certified HANS device beginning in 2018, regardless of tires actually equipped. See Section 5 of these Rules.
- iv. **A Sports Racer (ASR):** Sports racer built prior 2005 GCRs, ASR. The burden shall be on competitors to provide documentation pertaining to the construction and compliance with out-of-date GCRs for these vehicles.
  - 1. **NOTE:** These vehicles MAY also be eligible to run under Solo **A or B Modified** rules. All competitors in this class will be required to use a certified HANS device beginning in 2018, regardless of tires actually equipped. See Section 5 of these Rules.
- v. **C Sports Racer (CSR):** Sports racer built prior 2005 GCR, CSR. The burden shall be on competitors to provide documentation pertaining to the construction and compliance with out-of-date GCRs for these vehicles.



1. NOTE: These vehicles MAY also be eligible to run under Solo **A or B Modified** Rules. All competitors will be required to use a certified HANS device beginning in 2018, regardless of tires actually equipped. See Section 5 of these Rules.

vi. **Mod Vee (MV):** Vehicles in this class must conform to Solo Formula Vee rules as set forth in the Solo Rules, Appendix A, Modified Class C, Section C and following, with the following exceptions. All competitors in this class will be required to use a certified HANS device beginning in 2018, regardless of tires actually equipped. See Section 5 of these Rules.

1. Class Criteria
  - a. Wheels and tires are unrestricted.
  - b. Carburetion/fuel injection normally aspirated, unrestricted.
  - c. Engine must be 2000cc or under, air cooled, using a VW case.
  - d. Aerodynamic devices are permitted
  - e. Wings permitted
  - f. Body work must be open wheel but of any type and design.

vii. **Formula Libre (FL):** Provided as an open class for vehicles which it is claimed do not fit within the specifications/rules for other classes. All competitors in this class will be required to use a certified HANS device beginning in 2018, regardless of tires actually equipped. See Section 5 of these Rules.

1. Class Criteria:
  - a. Purpose built for racing
  - b. Single seat
  - c. Unlimited displacement
  - d. Full suspension for each wheel
  - e. Normally aspirated
  - f. Minimum wheelbase 80"
  - g. Minimum weight 900 lbs with driver
  - h. Must have 2 wheels open

viii. **Hillclimb Prototype (HCP):** This class is intended to be a catch-all place for purpose-built racecars built beyond GCR specifications, and includes specials, Can-Am, WSC, IMSA/Sports Car, and FIA Prototypes, and all sports racers built beyond ASR specifications (per 2006 GCRs). All competitors in this class will be required to use a certified HANS device beginning in 2018, regardless of tires actually equipped. See Section 5 of these Rules.

1. Class Criteria
2. Four wheels fully suspended
3. No mechanical downforce permitted (sucker cars)
4. Displacement and type of induction unrestricted

5. Wings are unrestricted.

6. Vehicles may be open or closed wheel.

7. **Section 7 - NHA Recommendations:** *While nothing in the following is a requirement, the NHA suggests that all member organizations review the recommendations and consider implementation as appropriate for their events.*

- a. NHA will not recognize hill records nor award Challenge trophies for competitors whose vehicles are known to have been illegal for their classes. It is recommended classifications at all member events be monitored closely for compliance. To eliminate confusion, it is recommended that all entrants write out their class rather than using abbreviations. (i.e. E Production, C Street-Prepared, Etc.)
- b. NHA will only recognize the first two runs each day for points and hill records, unless all drivers are allowed the same number of runs each day.
- c. Arm and neck restraints are key in reducing injuries and the severity of injuries, and are to be encouraged. Many sanctioning organizations are moving toward requiring certified neck restraints.
- d. NHA recommends requiring attendance at a drivers meeting before each day's racing commences.
- e. It is recommended that all hills provide for parallel ladies classes. Women have the option of competing in an open class or the Ladies parallel class. The intent is to encourage participation by more women.
- f. It is strongly recommended that each worker station have a minimum of two workers. One of the workers may be designated to be responsible for radio communication. The other worker must be physically capable of responding to an emergency, including carrying and using the fire extinguisher.
- g. Course workers should avoid wearing red or yellow shirts. Course workers should wear shoes that would allow them secure footing on rough terrain (i.e. no sandals or beach shoes).
- h. Any minors serving at worker stations must have approval of the event safety steward.
- i. It is recommended that, in conjunction with the orientation for drivers new to the event, a tour up the hill, with commentary, be provided for safety reasons.
- j. A copy of the insurance binder be made available at the event for examination upon request.
- k. If "pit motorbikes" are used, it is strongly recommended that the operators be required to, at the minimum, wear a bicycle helmet and conventional (lace-up) footwear for protection.
- l. It is recommended that the member organization have on hand a complete set of current Solo/GCR Rule Books.