

### **Things to know about running a hillclimb:**

A timing system is required...you may be able to rent such a system from another local club, or you can buy a system...or potentially fabricate a system, if you've got some electronics savvy. A good wireless system with everything you need to run an event can be bought online for probably in the neighborhood of \$1,100. Around \$2,000 if you want a big readout you can mount so the crowd can see the times themselves.

A public address system of some kind will also be needed, firstly for the spectators so you can announce each rider at the line and their time/footage on each run, at a minimum. Riders in the pits will also need to be able to hear you, when you call the next class to the line for example.

An ambulance will need to be on-site at all times while competition is underway. If a rider is hurt and the ambulance has to transport them to the hospital, the event will have to be paused until a replacement ambulance arrives.

Make sure you have adequate event insurance - if there's a sanctioning body involved they may be able to help you find insurance, otherwise you can find a number of providers online or by asking around. Ensure that the insurance covers the club/promoter as well as the landowner, if not one in the same.

You'll need probably 3 people to run sign up. One to make sure people sign waivers and know what forms to fill out, one to accept money, membership forms (such as for any sanctioning bodies) and minor release forms, and a third to do entry into a computer for scoring (unless you really want to do it all on paper by hand). One easy way to do scoring is to have an Excel spreadsheet with separate tabs for each class, and then use the sort function to print out results.

You'll need a minimum of 3 people in the scoring shack – maybe 4 – at all times, and maybe one person who can be in and out. One person to announce, and perhaps to attend to the timing system. Or a second person to just do the timing. Then 1 or 2 people to do scoring

by hand on printouts from the Excel worksheets (if you just have a single-lane hill, you probably only need one scorer - if you have a 2-lane hill, it helps to have 2 scorers). Then another person, maybe in-and-out, to take the completed scoring sheets and enter them into Excel for final tabulation. Why not just type into Excel in real time? Couple reasons...first of all, it's nice to have the handwritten copy as "backup" in case of a computer glitch or data entry error (and in case of a protest). Secondly, if you're going to be running a dual-lane setup, trying to flip back and forth between 2 sheets in Excel in real time is pretty daunting, and prone to errors. Trust me...we've learned these lessons the hard way. The tried-and-true method is to have a scorer for each lane, each with a clipboard with the printouts for their lane in class order on them. As each class is completed, they hand their sheets to the computer guy for data entry. Works smoothly, and no one is overly rushed. In a pinch, the announcer might pull double-duty scoring one of the lanes himself. Note that the scorers will need to locate each rider on the score sheet and point it out to the announcer so he can correctly announce who each rider is with ease. A wireless microphone comes in handy.

The announcer will need to be paying attention to the number of bikes in the staging area to gauge when to call the next class(-es) to the line. Keep moving things along throughout the day so you don't get caught running out of daylight (or into the wee hours of the morning under the lights).

You'll need to appoint an event referee whose decisions during the day will be final (pending any possible appeal to the sanctioning bodies). This person should be familiar with the series rules. The referee should run a riders meeting immediately before the start of the event, which usually is held at the base of the hill. Key things to bring up at the riders meeting:

1. Lane assignments – If you have a 2-lane hill, which classes are running in which lane, and in what order. There should also be a board somewhere in the staging area that shows a list of each class by lane.
2. Protective gear – riders required to wear full-face helmets, have eye protection (sunglasses generally accepted as being fine), long-sleeve shirts/jackets, long pants, gloves, boots that cover the ankle. Actual MX gear is not required – if you are wearing jeans, a long-sleeve t-shirt, hiking boots and work gloves you're good to go.

3. Tether switch (aka dead-man kill switch) – all machines are required to have a tethered kill switch such that the motor will be killed if the rider is separated from the machine. No exceptions.
4. Usual sanctioning body disclaimer stuff – final point being that the riders have all had the opportunity to survey the competition course (let the riders climb the hill on foot before the event), and if they have any concerns about their ability to safely compete on the course, they can have their entry fee back right now and no hard feelings. Once the event starts, no refunds. I've never seen anyone ask for a refund, but you always offer it.
5. If you are enforcing an out-of-bounds, make sure it is clearly marked on the hill and inform the riders that you will be calling them for out-of-bounds. On most hills there actually is no boundary marked...usually because if you get "out of bounds" you're going to run into something. Your case may be different – depending on how your hill lays out you may want to mark boundaries on each side with flags, chalk, paint, whatever. If you're going to call riders for out-of-bounds, make sure you do it consistently, and make sure the riders understand that it will happen at the riders meeting. Riders are scored with footage to the point at which they went out of bounds.
6. Riders have to be "in control" of their machine when they cross the finish line in order to receive their time. "Control" is defined as one hand on one handlebar. You can be upside-down and backwards so long as you're still holding onto the handlebars with one hand. A worker must be situated on the hill with a vantage point to be able to make the call whether or not a rider was in control of his machine when the light was broken.
7. You have 2 minutes (or more or less - up to you) to make your attempt on the hill starting from the moment that you rolled your bike into the starting area (or that the referee directed you to do so). You can prepare your line with your foot, shovel, rake, whatever from the backstop to the timing light...without breaking the light. If the rider or his pit crew breaks the timing light, that's your ride. If you cannot make your attempt within 2 minutes for a mechanical reason, you will be directed to move back into the staging area where you will be allowed 15 minutes to affect repairs and get back on the line. Failure to do so forfeits your ride.
  - a. Having said that, on occasion someone accidentally breaks the light while futzing with the shovel or whatever. Use some discretion on that...if it's truly

just an accident, let it slide and reset the clock. If it's clear that the pit crew was intentionally trying to push the envelope too far, maybe you call them on it.

Don't know that I've ever seen it called before...but everyone knows the deal.

- b. It's not typical to literally have a stopwatch at the line and actually time people – but it would be within your rights to do so. Also, the 2 minutes is really just a custom...there's nothing saying you can't make it one minute, if you're worried about getting the event done before it gets dark.
8. In the event that a time is not properly recorded (either due to timer malfunction or human error, like not having it ready to start in the first place), the rider has the option of either recording full footage for the length of the hill (i.e. instead of a time, they are scored with 1,000 feet on a 1,000 foot hill), or they can elect to have a re-ride. In the event that a re-ride is chosen, the rider must bring their machine directly back to the staging area without taking it to their pits. No functional changes can be made to the machine before the re-ride...like changing gearing for example. Repairs can be made if damage was done during that ride – for example, if the rider was in the process of looping his bike when he crossed the finish line and broke his clutch lever, the clutch lever can be replaced. Any such repairs must be done in the staging area under the supervision of the referee or other appointed club member.
    - a. As a rule, no one ever opts to just take the footage...however, depending on how things go at your hill, that might happen – especially in the smaller-displacement classes. It's not inconceivable that a rider in the Mini Jr. class might just take footage if no one else is going over anyway.
  9. Ties will be broken by comparing the riders' second-best attempts. If both attempts are identical between all affected riders, then a one-ride runoff will be conducted.
    - a. Virtually no chance that 2 or more riders will have both of their rides be the same all the way around. But this is the way it works, so announce it.
  10. If you crash and are hurt on the hill, stay there and wait for the EMTs to take a look at you. If a hill worker tells you to sit there and wait, you sit there and wait. If the EMT tells you that you're taking a ride in the ambulance, then you're taking a ride in the ambulance...period. If the ambulance has to leave the event grounds, the event will be halted until a replacement ambulance arrives on site (for insurance reasons).

- a. Obviously if you crash and you're OK, then get your butt (and your bike) off the hill. Other than small kids, the hill workers are there to \*help\* you get your bike down...not to do everything for you...unless you actually are hurt.
11. You can ride your machine between the pits and the staging area in first gear at idle speeds. Any riding other than that is prohibited, and will get you kicked out.
  - a. The club can decide what you want to do with pit vehicles, or lack thereof.
12. Any riders caught drinking alcohol before their rides will be DQd immediately. You can drink if you want – but only after your rides are done for the day.
  - a. ...that is, unless the club has banned alcohol all together.
13. Any protests must be made within 30 minutes of results being posted. If you're protesting another rider, you have to do so in writing, and put up the appropriate fee (probably defined by the sanctioning body).
  - a. Firstly...a protest happens once in about never. So close to zero chance it'll happen.
  - b. ...but if it does, treat it seriously, and if a decision can be made by the club referee, do so and award the \$ appropriately – and make note of the event and notify the district secretary.
  - c. If the protest involves something that can't practically be done on site – like a displacement measurement or a fuel protest, be as pragmatic as possible. If it's fuel, drain a sample directly from the machine's tank and send it out to get tested...with the cost of the test being paid for by the losing party. If someone is claiming a displacement violation, then you probably have to impound the machine and make sure it gets delivered to a dealer who can do the measurement – again all at the cost of the losing party.
  - d. Finally...note that not everything requires a protest for the referee to act. For example, the rulebook might say that you can't fill your tires with fluids...if the referee sees someone attempting to fill his front tire with water, then you're just DQd and that's that.
14. The club/promoter and the land owners here are NOT responsible for your stuff or your person. You are responsible for the safety and security of yourself and your personal belongings.

15. No open fires – you want to grill up some lunch, that’s fine...so long as it’s a grill and not a fire.
  - a. ...but kind of up to you guys. Maybe you think campfires are cool.
16. Don’t dump stuff on these grounds you shouldn’t be dumping – like gas, oil, or antifreeze. Doing so will get you thrown out and reported to the appropriate authority. If you need to drain something like that, drain it into a container of some kind and then take it home with you (and then dispose of it properly).

During the event, the referee (or another club member as acting referee) will be at the starting line and in control of the riders making their attempts. The referee will visually confirm that the machine has a tether switch and that it is attached properly to the rider (usually to their wrist – sometimes snapped to their chest protector). The referee will verify that the hill is clear, and that the scoring shack is ready, and then indicate to the rider that they may make their attempt. Pointing at them and then stepping out of the way does the trick. The referee will manage the hill running a rider from one side, and then the other, back and forth through the event (if you have a 2-lane hill). Note that there should be 2 separate staging lines if you have a 2-lane hill – one for each lane. If a rider is clearly having a small issue while on the line, the referee sometimes elects to let the rider in the other lane make their attempt before ordering the first guy to get out (for his 15 minute repair period).

I strongly recommend having radios for at least the following event officials: the referee (or acting referee) at the starting line, someone in the scoring shack, and someone at the top of the hill. You can rent radios if you need them. Additional good spots to have radios would be at the gate, at the concession stand, a couple hill workers on the hill, and someplace in the pits.

Have someone directing parking in some kind of organized fashion. Try to park racers together, separate from spectators. No real reason to restrict spectators from walking through the racer parking area/pits...let them walk around and look at stuff.

It is customary (in most series) for the club to provide a shovel and/or rake, etc. in each lane for riders to use to prepare their starting lines. It’s not required, and in fact in some parts of the country it’s against the rules to use anything other than your boot.

You'll want to have designated return trails from the top of the hill back to the pits, and from the face of the hill back down for riders that don't make it over. In your case, it may be nothing more than "exit the hill on the left side and make your way down however you want." Generally speaking, the hill is considered "clear" once the previous rider and machine are past the out-of-bounds line, or whatever is serving as such.

Make sure that there is a sufficient combination of shut-down space on the face of the hill (after the finish line) and/or landing area on top. If there is little landing area on top, have the finish line farther down the face of the hill so that riders can let off before they go blasting into outer space. As a rule for an amateur event, the finish line should be a minimum of 20 feet below the effective crest of the hill.

As noted in the riders meeting bit, someone needs to be assigned to judging whether or not the rider was in control of their machine when the top timing light was broken at the finish line. This person must have a radio to communicate with the referee, or obvious visual signals to use, like a green flag for "good" and a red flag for "bad." This person needs to be confident in their ability to judge the line - because if they red-flag someone, they could attract some...comments.

There needs to be someone at the crest of the hill to make sure that riders safely exit the landing area...such that if someone faceplants themselves over the top, out of sight from the referee, the event can be halted until the rider and machine have been cleared from the area. Again, this person either needs a radio or flags or something to indicate whether or not the landing area is clear - and whether or not medical aid is needed. For flags, this person might have a green flag (hill is clear), a red flag (hill is not clear), and a red cross flag (send the EMTs). Ideally this person will give a clear/not clear indication after every ride.

You need to provide an adequate number of hill workers, who will perform 3 primary functions. One is to call out the footage that a rider has attained if they don't make it to the finish line...to that end, the hill also needs to have footage markers along at least one border to facilitate this. It is common to simply have a marker every 10 feet, and from there the hill

workers can guesstimate at the actual footage (like, this guy seems a little more than half way between 200 and 210 feet, so I'll say he got 206). Footage is recorded at either the front axle, or at the point that the rider lost control of their machine...if you loop your bike out and your feet land at 200', but the bike lands at 210', you get the 200'. The second responsibility is to aid the rider in getting their machine off of the hill – which is to say, to help them get it to the return trail/area, at which point the rider is on their own again. Finally, and hopefully obviously, the 3<sup>rd</sup> duty is to call for the EMTs if the rider is hurt...and in some cases, maybe order the rider to stay put and wait if they're trying to get up and leave when they clearly shouldn't. As you probably know, a solid knock to the helmet can cause you not to think straight, and you might be trying to get up and stand on a broken leg. If the hill worker sees that the rider is hurt but is trying to get up anyway, they must order the rider to stay put until the EMT gets there. Ultimately the hill worker is not required to provide any aid per se, and whether or not they think they want to physically make a rider sit still is kind of up to them. I've never honestly seen a problem with it...in the rare cases that a rider needs to be told to stay put, they do. On a big hill, an “adequate” number of hill workers might be one every 100 feet or so, but maybe more if people are having trouble making it over. More hill workers are needed for the youth classes, and it is customary to allow adult competitors to climb up the hill to be additional hill workers for the Micro Mini and 65cc classes. The announcer may even encourage them to do so...it's normal.

You'll need to have a designated spot to post results to. After each class, do your best to expediently get the Excel spreadsheet updated and print out the results and post them up. Commonly a sheet of plywood is mounted on a pole or something and results stapled to it - or maybe you tape them to the side of the concession stand...whatever. At the end of the second round for each class, you probably want to print 2 copies of each class – one to post, and the other to go to the trophy handout people. Although the 30-minute protest period is commonly acknowledged, as a rule hillclimbers expect to be able to go and pick up their trophies as soon as the final results are posted.

In the upper Midwest, it's customary to provide awards for the top 3 in each class – with the exception of the Micro Mini, which many clubs generally provide awards for the top ten. In other parts of the country maybe more payback positions are normal. The awards don't need to



be overly expensive. Just decent-looking plaques or trophies...like, say, an 8x10" plaque for a 1st place finish or an 18" trophy for 1st place, and other places smaller than those.

Obviously make sure you've got some kind of concessions on site – bare minimum hot dogs, chips, and pop. If you can use a facility already in place at the event grounds, so much the better...it's also common to just have a "fair food" kind of trailer there selling stuff, like you'd see at the county fair. If you expect large crowds, make sure you're prepared from a concessions standpoint. Likewise, make sure you have adequate restroom/port-a-potty facilities.

Generally speaking, there is no "security." Maybe your event attracts the attention of the local County Mounties and they decide they want to stroll around...which is fine. But no need really to have a security staff of any kind...generally speaking.

Have any further questions or concerns? Try posting them on the forums at King of the Hill - [www.KingOfTheHill.org](http://www.KingOfTheHill.org) - and we'll see you at the hill!