

New England Hillclimb Series Regulations • 2024

Changes to 2023 rules are indicated in ***bold italic***.

1. Hillclimbs are a two-day event. The only person who can make exceptions to this rule is the event chair. Drivers wishing to participate on Sunday only must be preregistered and it must be cleared with the event chair; such drivers lose the right to protest.
2. A valid driver's license must be shown at registration, without exception. Drivers, workers, and other participants must sign, and therefore accept the terms of, all releases required for the event. This may include club, landowner, municipal, state, and medical treatment/transport releases.
3. All entrants shall state that they either own their vehicle or have permission to use it, prior to running an event. This information will be stated on the entry form for each event.
4. If there are more than 2 drivers in a car, or more than 2 cars per driver, those drivers may not get a full set of runs, despite regulation 16. One entry per car, per driver.
5. Notification of time and place of the mandatory new driver orientation shall be provided in the entry package.
6. Entrants are to present cars and equipment as they will be used. Alternate wheels/tires to be used at the event must be checked by Tech Inspection. The review of record for Tech is the Technical Committee, with the chairperson acting as an ex parte member as necessary.
7. All participants, workers, and crew will be issued identification indicating that they have signed release forms and are allowed to be on the hill.
8. No one other than workers, drivers, and those given permission by the event chair will be on the course, or beyond set barriers. The only exception to this would be on courses set on roads that are public ways and must be opened to the public periodically throughout the event.
9. No one under the age of 18 will be on the course at any time or for any reason while the course is open. The only exception is that minors age 16–18 may work on the course with a fully executed minor release form. These forms are available from the sponsoring club. It is suggested that the event chair be contacted prior to the event if 16 to 18 year-olds wish to work.
10. Refunds to entrants for withdrawn entries or failure to pass Technical Inspection will be made solely at the discretion of the sponsoring clubs.
11. If a car crashes, it is subject to a new technical inspection before running again, at the discretion of the Technical Inspector.
12. Each driver must attend a drivers' meeting each day before he or she is allowed to make a competition, practice, or familiarization run. The location for posting announcements pertaining to the event will be announced during the drivers meeting. Drivers are responsible for being aware of updates at all times.
13. Each driver must complete a satisfactory familiarization run before making a timed run and must be given the opportunity to be a driver during a familiarization run.
14. There will be at least one familiarization run on Sunday.
15. There will be no practice runs on Sunday under any condition.
16. Practice and timed runs will be done in "heats." Entrants will have the same opportunity for the same number of runs. If an entrant cannot make a run during the allotted time, he/she will forfeit that run and take the next run.
17. Race car and driver shall remain in full race preparedness while on the course. This includes familiarization, practice and timed runs as well as all bring downs.
18. The start will be standing, with the rear wheels blocked. The decision to permit tire warmups (or "burnouts") is at the discretion of the chair. The starter's countdown will not start until a signal is given by the driver that he/she is ready. Drivers will be told whether timing is starting from the countdown or from the beam break.
19. ***Drivers may opt to have their times excluded from the event, class trophies, and all year-end points calculations. The normal class designation is used for tech; cars will have E (excluded) in front of their numbers.***
20. Reruns will be given if the timer misses a time or the entrant is red-flagged for course problems. If flagged for any reason the driver must wait at the checkpoint until given instructions for coming down.
21. If a driver acknowledges he/she is ready, it is considered a timed run. It is the responsibility of Control and the starter to judge the fairness of a driver's start. In the event of an unfair start the driver shall receive a 10-second penalty.
22. If for any reason a driver does not finish a timed run, he/she must wait at the nearest checkpoint for further instructions. Any a driver not adhering to this rule may be disqualified immediately.
23. Protests must be filed with the event chair within two hours after the last run on Saturday or within one-half hour of the last run on Sunday in order to be considered. If it is a protest for the Technical or Classification Committee, the chair will forward it to that committee with his/her recommendation. (Keep in mind that all sponsoring clubs are

represented on the protest committees.) Entrants registered for Sunday only can be protested at any time.

24. The decision of the protest committee must be unanimous or the protest automatically fails.
25. At all hillclimbs, the holding area (after finish) must have communication with Control and all checkpoints.
26. Hillclimbs will be run in inclement weather unless there is danger to course workers or the integrity of the course. Consideration will be given to visibility, road surface, and communications. The decision to run is the responsibility of the event chair and his/her decision will be final.
27. Event awards will be based on Sunday's times if a run is completed on Sunday. If Saturday's times are used for awards in case of cancellation on Sunday, they will be used across the board; no exceptions.
28. The "New England Hillclimb Association", (aka "NEHA", "New England Hillclimb Series", "NEHA Family") is a joint venture (DBA) of the New England Sports Car Club Council, Inc., for the use of its member clubs in the promotion and operation of hillclimbs. The Council, and its member clubs, are not owned by, or subordinate to, any other sanction or organization. Any specifications incorporated herein are for reference purposes, and represent known and accepted practices, trade standards, and equivalences.
29. In case of a cancellation due to weather, etc. the event chair may or may not issue a partial refund. Since there are many expenses involved in setting up a hillclimb, total refunds cannot be given in the event of cancellation. A sponsoring club could not put on events if it had to absorb all the costs of a canceled hillclimb.
30. Any per diems, tow money, merchandise, awards, or contingencies disbursed to workers or drivers is done so in reimbursement of expenses incurred, and in no way constitute an employer relationship or wage. All such items are paid or distributed at the discretion of the sponsoring club.
31. There will be no racing anywhere other than on the course during timed runs. At the option of the chair, pace or speed controls may be imposed on noncompetitive transits or bringdowns. Penalties for violations may include loss of runs or disqualification. Running a red flag constitutes a violation.
32. No alcohol or drugs to be consumed by anyone having to do with the event until the course is officially closed for the day. Drivers are responsible for their crew and anyone they bring with them. No alcohol or drugs are to be kept on the course at any time.
33. Any personal or property damage incurred is the total responsibility of the individual and shall not be borne by the sponsoring club or its agents.
34. Drivers are subject to disqualification or alternate penalty at any time if they do not adhere to the rules.
35. It is the responsibility of the event chair to interpret and enforce the rules. However, no event chair may lessen the effect or intent of any technical or safety regulation. Any participant displaying unsportsmanlike conduct or unacceptable behavior, as defined by the chairperson, may be removed and/or disqualified from the event by the chairperson. The board of directors of the sponsoring club reserves the right to take further action, including barring entry from one or more future events sponsored by the affected club.
36. Annual points are computed by dividing each driver's time for each event into the winning time for the event. For Class points the winning time for the class is used. For King of the Hill points FTD is used. The resulting fractions are totaled for the year, highest total wins. A DNS or DNF counts as a zero fraction. If there are 5-6 events, then the worst event for each driver will be dropped. If there are 7 or more events, then the worst two events for each driver will be dropped. A driver must enter 3 events to qualify for year-end placings. All events that are not dropped must be in the same class to qualify for the class placings. If an event is rained out both days, all drivers who have gone through registration will be awarded a score of 1. Any entrant running under a promoter's exception and not meeting these rules will have that event be excluded from the annual points. Events that impose additional restrictions on drivers or cars beyond these rules, other than those required to use the hill facilities, will not be included in the annual points.
37. All checkpoints shall be manned by a minimum of two workers during timed runs.
38. The WEZIL award (in memory of Jim Gosselin) may be awarded for technical excellence in preparation.
39. Drivers are responsible for any haz-mat spills from their cars and pit equipment, anywhere on the venue. They are responsible for timely cleanup, and disposal of any sorbents, residue, and cleaning materials. Course workers will respond to any spill on course, but the driver is ultimately responsible for disposal. Sorbents, brooms, etc. will be available at START, and after FINISH. Each car must carry a disposal (trash) bag, a spill kit is recommended.
40. All access trails that meet the hillclimb road shall have at least barrier tape and/or a posting across the trail.
41. In order to submit or vote on a proposal that pertains to a NEHA rule, the person must be a member of KSCC, SCCNH or SCCV, must be of age

to be a driver (18) or worker (16) in a NEHA hillclimb as of the date of the rules meeting, and have participated at a hillclimb in the last three years, either as a worker or driver.

42. A prepared driver can use an unprepared car or street prepared car (referred to as "replacement car") to accrue points in their class as long as the "replacement car" the driver is running falls under the safety guidelines for the class of the "replacement car". This means; if it is an uncaged car, it must run in accordance to the breakout rule for that vehicle. The driver can use this option one time in a Hillclimb calendar year. The finishing position for the "replacement car" will determine the points awarded to the driver for that event. The "replacement car" that is used must not exceed the classification rules for the prepared class in which it is being scored.
43. All drivers are responsible at the event to ensure their class and other information is correct. Drivers must notify the event organizers or the NEHA Points Keeper with result errors within 14 days of results being posted on Hillclimb.org.
44. Technical and Classification Committees
 - a) Requirements: Sound automotive knowledge, must have attended a minimum of one-half of the NEHA events the prior season. The Technical Inspector cannot be a full time committee member.
 - b) Committee members must be reconfirmed or replaced each year at the NEHA rules meeting via individuals who can vote on rule proposals. Interested individuals may submit their name at the meeting for consideration and voting.
 - c) If either committee is needed at an event and there are not at least three in attendance for the specific committee, the event chairperson will act as a committee member. If only one committee member is at the event, both the event chairperson and a Technical Inspector will act as committee members.

CLASSIFICATION COMMITTEE
Kevin Gale • Kevin Erickson • Ryan Widing

TECHNICAL COMMITTEE
John Reed • Jimi Heyder • Drew Young

POINTS KEEPER
Kevin Gale