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New England Hillclimb Association (NEHA)

2013 Annual Awards Banquet and 2014 Season Rules Meeting

Classification

Submitted: Kevin Gale

Part 1 – Prepared Cars

PREPARED 3 – Cars with a displacement of 1601cc to 2200cc, and SCCA roadracing-legal Formula Vee.

Proposal:

Drop the text about Formula Vee. The new text would read:

PREPARED 3 – Cars with a displacement of 1601cc to 2200cc.

Thoughts:

The text including the SCCA Formula Vee was correct at one time but that is no longer the case. A SCCA roadracing legal Formula Vee doesn't meet our safety rules and mentioning it in the class text gives the false impression that the car is legal in our series if it is legal in SCCA.

Result: Passed as Written

Submitted: Kevin Gale

Part 1 – Prepared Cars

FORMULA II – Formula or sports racing cars under 2050cc with naturally aspirated production-based non-DOHC engines. Any prepared car can bump into this class at the entrant's request.

Proposal:

Drop the FORMULA II class.

Thoughts:

We haven't had a real Formula II car enter in 10+ years. In the last 20 years we have had two people enter a formula car in Formula II. Neither of those cars is even legal under our current rules. If someone does suddenly show up in a legal formula style car it can run under one of the Prepared classes or in Formula Libre.

Result: Passed as Written

Submitted: Kevin Gale

Part 1 – Prepared Cars

FORMULA LIBRE – Prepared and Formula/SportsRacing cars not otherwise legal for Formula II or Prepared
1. Any car legal for any NEHA class (not just prepared) may bump to Formula Libre at the entrant's request.

Proposal:

Change the class description to the following:

FORMULA LIBRE – Any car legal for any NEHA class may bump to Formula Libre at the entrant's request. Cars not legal for Prepared because of engine displacement or tech rules 2.BB.1 and 5.FF.1 are legal in Formula Libre. ~~Cars without a roll cage are still subject to breakout rules.~~

Thoughts:

I believe this is a better description of the class. This class is really our open or unlimited class. Formula cars don't get any special breaks and must meet the prepared safety rules so there is no need to single them out. The wording about cars without a cage still being subject to the breakout rule isn't strictly necessary but the regs talk about Unprepared and Street Prepared cars being subject to breakouts and I wanted it to be clear that just because you bump from U or SP into FL you are still subject to the breakout rule.

Result: Passed as Amended

Submitted: Michael Wilson

Part 2 – Unprepared and Street Prepared Cars

Street Prepared

Proposal:

Allow street prepared cars to remove inner structure of the door if "NASCAR" door bars are used on that door, and either the rest of the interior is left intact with holes cut out for roll cage, or the stock style window is made to operate with the door closed and at least 80 percent of the door panel is fixed in place with the door closed.

Thoughts:

It seems foolish to ban an effective side intrusion mechanism. Roll cages by themselves in my not-so-humble opinion make the car not streetable* so this is not any worse. The interior stuff is my attempt to try to keep the race cars out of street prepared.

**I won't drive one with a tube like that 6 inches from my head, and the sound they make is quite annoying*

Result: Tabled

Submitted: Jamie Melhuish
Part 1 and Part 2

Proposal:

Delete the section titles "Part 1 – Prepared Cars" and "Part 2 – Unprepared and Street Prepared Cars".

Delete the sentence "The basic dividing point between Prepared and Street Prepared/Unprepared cars is race tires."

Thoughts:

Want to state the class names simply without any form of grouping. The current titles create an artificial and unnecessary grouping of different classes. Part 1 currently includes Formula II and Formula Libre, which have different rules (both Classification and Technical) to that of Prepared classes. Part 2 groups two very different classes (U and SP) for no apparent reason. Allowed tires should simply be stated at the beginning of each class, because, for instance, U and SP have different tire rules, so you cannot group them as a similar class regarding tires.

Result: Passed as Written

Submitted: Jamie Melhuish
Part 1 and Part 2

Proposal:

(After PREPARED 4 in Part 1)
ELECTRIC PREPARED (EP)

The Electric Prepared class is for custom-built electric race cars, or highly-modified production-based electric cars, or production-based cars converted to electric power.

(After UNPREPARED section in Part 2)
ELECTRIC UNPREPARED (EU)

The Electric Unprepared class is for electric cars built by a recognized manufacturer, with no performance modifications other than tires. EU cars are typically pure electric vehicles like the Nissan Leaf, Chevy Spark EV, Ford Focus electric, BMW i3, Tesla Model S, and others. However hybrids, such as the Chevy Volt or Toyota Prius, may race if they are able to operate using only electric power (without operation of the internal combustion engine) during racing.

(After STREET PREPARED section in Part 2 - at end of document)
ELECTRIC STREET PREPARED (ES)

The Electric Street Prepared class is for electric cars built by a recognized manufacturer, but with performance modifications using aftermarket components.

ELECTRIC CLASS DEFINITION

Electric class vehicles must use only electricity (during racing). Mechanical power must be provided only by electric motor(s), which are powered only by electric storage devices (batteries, capacitors, other charge accumulators) or fuel cells. Specifically excluded are combustion processes using hydrocarbon fuel, for example, internal combustion engines powering the wheels directly or indirectly through an electricity-converting device (generator). Charging the electric storage devices when not on a timed run may be done by any source of

electricity. Electric cars must meet the technical regulations relating to safety.

Thoughts:

Electric cars are now among us and don't have a suitable class in which to race. This class will probably need additional safety regulations as things come to light with racing experience. I wish to work with the technical and safety committees to produce suitable rules for electric vehicles.

Result: Tabled. Hope is for the Classification Committee and membership of the three clubs can come together this year to put some thought into what we are able to do for the 2015 season. One item that we need to address is safety; can Speedway handle an emergency situation with battery powered cars; what training will we need to provide workers; what other safety equipment might we need on the hill?

General

None Submitted

Technical and Safety Requirements

Submitted: Walter Clark

Section 1. Clothing

C. Helmet

Proposal:

1. a. Snell SA2005 or newer, or b. FIA legal

Proposed:

1. a. Snell SA2005 or newer, b. FIA 8860-20XX with manufacture date less than 10 years, or c. BS 6658-85 type A/FR with manufacture date less than 10 years.

Thoughts:

Discussion. As of 1/1/14, the FIA no longer permits BS 6658-85 type A/FR helmets. Although we see them only occasionally in hillclimb classes, we permitted them under the wording "FIA legal". We routinely permit helmets less than 10 years old with our "current and one back" allowance of Snell SA helmets. We need to clarify what will and will not be permitted within what we previously labeled "FIA Legal" including both FIA 8860 and BS 6658. It is fair and reasonable to extend the allowance we afford Snell helmets to FIA 8860-2004, FIA 8860-2010 and BS 6658-85 type A/FR labeled helmets that are less than 10 years old. Extending the BS helmet acceptance is also being done by a number of racing bodies including MSA (2 year delay), NASA (10 years) and CARS (10 years). At this time Rally America is NOT permitting BS 6658-85 type A/FR after 1/1/14. FIA and BS helmets are shipped with manufacture dates on a Manufacturers or FIA label. Helmets with FIA 8860 or BS 6658-85 type A/FR labels without a legible manufacture date label would not be allowed. Helmets with FIA/BS approval and/or manufacture date labels that appear to have been removed and re-applied (e.g. for painting) would not be allowed. All other requirements for helmets including condition still apply.

Result: Passed as Written

Submitted: Sherman Baumann
Section 5. General

Proposal:

Add a new section:

~~H. Safety equipment markings~~

- ~~1. Vehicles with a main power switch will have a sticker (the standard "lightning bolt") near the switch. Off position marked highly recommended.~~
- ~~2. Vehicles with a remote fire system will have a sticker near the activation control. (the standard white background with a red "E").~~

Thoughts:

Our cars vary in shapes + body styles. Since the workers can't be told of a specific location to look to kill the power or activate a fire system, they can be told to look for the stickers.

Result: Passed as Amended

Add "5.A.5. If a kill switch exists, it must meet the requirements of 5.AA.1"

Change 5.AA.1 to read: "Switch to cut off / isolate battery power throughout the car, obviously marked with standard lightning bolt symbol and off position is clearly marked." (note that the extra "power" was also deleted)

Add sentence at the end of 4.b.3 that reads "The activation control of this system must be indicated with the standard symbol of a red "E" on a white background."

Submitted: Michael Wilson
Section 4. Cockpit
4.E.2.A B and C

Proposal:

Remove all mention of Unprepared in 4.E.2.A and 4.E.2.B
Add 4.E.2.C
All Unprepared cars satisfy the roll cage exemption.

Thoughts:

Putting the Unprepared car cage rule back to 2005 season rules.

Result: Did not pass

Submitted: Michael Wilson
Section 4. Cockpit

E. Collision Protection minimum requirements

Proposal:

Add/Add to 4.E.2.C

Unprepared cars that have current registration and inspection in the state or country listed on one of the driver's applications and driven to the event are not subject to the breakout rule. It is up to the driver to present this to the person giving the warning. This is retroactive - car/driver combinations already banned will be allowed back.

Optional: Drivers using this exemption will be excluded from class points and put in a class N that has no weekend or year-end points

Thoughts:

Note that this does NOT say that all Unprepared cars must be registered and inspected. Note that this should have no impact on Tech - cars will be inspected and marked as they are now, and is handled during the event. I freely admit that this does not cover the case of someone using a trailer to bring their daily driver behind their motorhome. Feel free to add words to cover that case as needed.

Result: Did not pass

Submitted: Michael Wilson

Section 4. Cockpit

E. Collision Protection minimum requirements

Proposal:

Street Prepared cars that have current registration and inspection in the state or country listed on one of the driver's applications and driven to the event are not subject to the breakout rule. It is up to the driver to present this to the person giving the warning. This is retroactive - car/driver combinations already banned will be allowed back.

Optional: Drivers using this exemption will be excluded from class points and put in a class N that has no weekend or year-end points.

Thoughts:

Note that this does NOT say that all Street Prepared cars must be registered and inspected. Note that this should have no impact on Tech - cars will be inspected and marked as they are now, and is handled during the event. I freely admit that this does not cover the case of someone using a trailer to bring their daily driver behind their motorhome. Feel free to add words to cover that case as needed.

Note that this is the rule Michael Wilson really believes should be in place.

Result: Did not pass

Submitted: Michael Wilson
Section 4. Cockpit
E. Collision Protection minimum requirements

Proposal:

Add/add to 4.E.2.C:

Drivers with a NEHA Unprepared license are not subject to the breakout rule in an Unprepared car. There will not be license cards; the names will be kept in the permanent numbers list or a similar list. It is up to the driver to present this to the person giving the warning. This is retroactive - car/driver combinations already banned will be allowed back.

There will be a list of names because we want them to continue coming to events.

Possible name list (not intended to be complete):

- John Hoffmeier
- Roy Hopkins
- Adrienne Hughes
- Nelson Shepard
- Dave Valliere
- Michael Wilson

Possible other criteria for such a license:

1. Crash-free record - no crashes at a NEHA event in last 5 years that the driver was at NEHA events
2. Grandfather from U from 2006 and before
3. Experience level
4. Any one of the above when driving a Unprepared car that has a current registration and inspection in the state or country listed on the driver's application.
5. Any other ideas

Optional: Drivers using this exemption will be excluded from class points and put in a class N that has no weekend or year-end points.

Thoughts:

Note that this should have no impact on Tech - cars will be inspected and marked as they are now, and is handled during the event.

Note - except for the hillclimb where he has not broken out in anything, or if he buys another new car, you will not see Michael Wilson at an event again. I have survived my most likely to die event last summer (and the second-most-likely when I got hit in the nose by the parking light of a moving car in 1974), and now is the time to focus on other things. Building cars is NOT one of them.

Result: Did not pass

Submitted: Michael Wilson

Section 4. Cockpit

E. Collision Protection minimum requirements

Proposal:

Drivers with a NEHA Street Prepared license are not subject to the breakout rule in a Street Prepared car. There will not be license cards; the names will be kept in the permanent numbers list or a similar list. It is up to the driver to present this to the person giving the warning. This is retroactive - car/driver combinations already banned will be allowed back.

There will be a list of names because we want them to continue coming to events.

Possible name list (not intended to be complete):

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5. Any other ideas

Optional: Drivers using this exemption will be excluded from class points and put in a class N that has no weekend or year-end points.

Thoughts:

Note that this should have no impact on Tech - cars will be inspected and marked as they are now, and is handled during the event.

Result: Did not pass

Submitted: Don Taylor
Section 4. Cockpit
E. Collision Protection minimum requirements
Part 6

Proposal:

Currently reads:

“Roll bar or roll cage must be of adequate construction, i.e.: Magnetic steel tubing, minimum diameter and wall thickness of...”

“Any caged car that competed at a NEHA event prior to January 1, 2012 is exempt from this rule...”

Change to:

“Roll bar or roll cage must be of adequate construction, i.e.: Mild steel DOM tubing, minimum diameter and wall thickness of...”

“Any caged car that competed at a NEHA event prior to January 1, 2014 is exempt from this rule...”

Thoughts:

Ideas will be presented eloquently at the rules meeting.

Result: Passed as written