



New England Hillclimb Association (NEHA) **2017 Annual Awards Banquet and 2018 Season Rules Meeting**

Classification

Submitted: Chris du Bois

Section: Various

Proposal:

(1) Prepared: Displacement Factors, delete section F that currently states "Variable valve timing: Multiply actual displacement by 1.25"

(2) In the "Adjustment to displacement for variations from the norm will be" section on page 2, delete "Variable valve timing 25%"

(3) Section Prepared: Displacement Factors, section A

Change the multiplier in "Supercharging, turbocharging, or nitrous oxide induction: Multiply actual displacement by 2." To "1.75"

(4) In the "Adjustment to displacement for variations from the norm will be" section on page 2, change "Nitrous oxide (mandatory fire system) (SP only)" from "+1 Class" to "25%".

Thoughts: My thoughts on the variable valve timing factor elimination, is that variable valve timing (lift, not cam phasing) is that it is not an advantage, and is an unfair displacement factor. A vehicle with variable lift is on the high cam profile for the entire hillclimb run and has no benefit or advantage over a vehicle with a single cam profile. The advantage in variable lift comes from street drivability and emissions, allowing the vehicle to start easy and idle well on the low cam profile. When it would otherwise not start as easy or idle well with a single profile aggressive cam. For these reasons I would like to see variable valve timing/lift, not be used in any form as a multiplier of displacement.

As for Nitrous up a class is Street Prepared and a multiplication factor of 2 in Prepared, a stock or build motor benefits far more and makes more power with a supercharger or turbo. Example: An average stock 4 cylinder can handle a 75 horsepower shot of nitrous. A built 4 cylinder can handle up to 150 shot. These numbers are far lower than what a supercharger or Turbo adds to an engines output. For this reason I feel that in Street Prepared nitrous should carry the same factor adjustment as a supercharger which is 25%, and in Prepared it should have a 1.75 multiplication factor.

Submitted: Don Taylor

Section: Various

Proposal:

(1) In the "Adjustment to displacement for variations from the norm will be" section on page 2, delete "6-point roll cage (U Class) -5%" and "6-point roll cage (SP Class) -20%"

(2) "Street Prepared" introduction on page 1 should read (bold/underline additions)

"This category is based on stock production vehicles that are easily recognized as such, and must have operational lights, horn, glass, wipers, mirrors, door handles, bumpers, bumper reinforcement bars (in good condition OEM or equivalent), **both front seats**, heater and dashboard."

(3) "Street Prepared" introduction on page 1 should read (bold/underline additions)

"Plastic side and/or rear windows will invoke the excessive lightening penalty unless 30 lbs of compensating weight is added to the car."

(4) In the "Adjustment to displacement for variations from the norm will be" section on page 2, change the percentage of "Excessive lightening (SP only) 10%" to "15%"

Thoughts: None

Submitted: Stephen Jones

Section: Various

Proposal: Modify rules to formalize sections with titles/numbers/letters/indents.

1. FORMULA LIBRE (move description below the title)
2. PREPARED
 - A. Class Determination (add title above the section that outlines P1-P4 displacement numbers)
 - B. Displacement Factors
 - A-F change letters to numbers in this section
3. UNPREPARED
4. STREET PREPARED
5. UNPREPARED and STREET PREPARED MODIFICATIONS (add title)
 - A. Class Determination
 - B. Displacement Factors (change title and move original title below as a note)
Adjustments to the displacement for variations from the norm will be:
6. ELECTRIC VEHICLES
7. RALLY SPRINT
 - A. Class Determination (changed from "Rally Sprint Classes")

Thoughts: Formalize sections of the Classification rules to look more like the other documents and make it easier to reference specific sections. Trying to follow the titles, numbering, and indents of the Tech rules.

Submitted: John Reed

Section: Various

Proposal:

- (1) Prepared: Displacement Factors: Add “Cars configured for production class racing (i.e. Retains stock chassis structure and suspension mounting points), deduct 12% of actual displacement.”
- (2) Prepared: Displacement Factors, delete section F that currently states “Variable valve timing: Multiply actual displacement by 1.25”
- (3) Prepared: Displacement Factors: Change nitrous rule adjustment to 1.5. Rule would read:
“Supercharging or turbocharging: Multiply actual displacement by 2.
Nitrous oxide induction: Multiply actual displacement by 1.5.”

Thoughts:

- (1) Restore the "old" 3-factor system for “limited prep” cars. In short, 12% for DOT tires, 12% for stock chassis "tub", 12 % for typical restricted carbs. Similar language that was included in the 2015 rules.

Technical

Submitted: John Reed

Section: 1. Clothing BB. Clothing part 4

Proposal:

Delete section 4; currently reads “4. All required personal safety equipment must have proper approval markings such as SFI or FIA.”

Thoughts: Prevents entrants from using otherwise good clothing and equipment, puts us in a liability issue regarding verification of labels and use.

Submitted: John Reed

Section: 2. Chassis B. Brakes part 5

Proposal:

Change 2.B.5. from "...unless produced before" to "...unless chassis was originally produced with single circuit braking".

Thoughts: None

Submitted: John Reed

Section: 4. Cockpit A. Belts

Proposal:

4.A.5 replace all with "Seat belt and harness anchor points must each be capable of supporting the entire weight of the car"

4.A.3. add "and installed with the correct hardware"

Thoughts: None

Submitted: John Reed

Section: 4. Cockpit C. Seats *and* E. Collision Protection minimum requirements

Proposal:

4.C. All (replace)

1. All "stock" seats must meet DOT requirements for year of chassis manufacture.
2. All seats used with 5+ point harness must be fixed- back, fully supportive type, with the back of the seat extending to the shoulder harness at the point of intersection with the seatback, as worn. Headrest maximum 3" behind driver's helmet, as seated, area sufficient to contain head to headrest area.
3. Molded or formed seats must be framed/reinforced, mounted and supported in line with harness loads, and at comparable strength. Installation per the manufacturer's specs is the minimum requirement. (FIA seats mounted to FIA spec mounts are acceptable)
4. Must mount to same elements of structure as the harness assembly, and mounted/supported in direct line with the loads of the harness.

Delete first sentence of 4.E.4; now redundant.

Thoughts: None

Submitted: John Reed

Section: 4. Cockpit E. E. Collision Protection minimum requirements

Proposal: Replace sections 10 through 13 with the following:

10. Roll cages must be mounted to the primary structure of the car at 6 points minimum. Welded mountings must engage (by socketing, plating, gusseting, etc.) the same area of metal as the tube wall.
11. Bolted or welded foot plates must be a minimum of 4" x 5" (20 sq.in.). Bolted plates minimum 3 each 3/8" grade 5 (or equal) bolts, backup plates equal to foot plates.
12. Full, continuous (stamped, OE) floor will be considered adequate structure regarding meeting safety requirements. Repairs or removable sections must be equal to original strength.
13. Non-continuous, composite, adhesive mounted, sectioned or seamed floors are not, themselves, considered adequate structure.
14. Protection for the foot well area, and from "drive train intrusion" (Reference 3.A.10) must be incorporated into the chassis/rollcage structure
15. Energy absorbing features must be incorporated into the chassis structure, at minimum ahead of the driver's feet and to the side closer to the driver.

Submitted: None

General

Submitted: John Reed

Section: New

Proposal: To add appropriate language to our rules, either in the General rules or the disclaimer for the Tech section, to state:

“Hillclimb is a unique discipline within motorsports, presented as it has been for over 100 years. Accordingly, our rules, regulations, and classes are not subordinate or secondary to any other organization for our events. Classes run with special formats (i.e. "Rally") are intended for all qualified competitors of comparable sanctions. Names or designations of commercial or motorsports standards are intended as a reference, and our acceptance or enforcement of these standards may not be otherwise applicable.”

Thoughts: None
