



# New England Hillclimb Association (NEHA) 2019 Annual Awards Banquet and 2020 Season Rules Meeting

## Classification

**Submitted:** Howard Roundy

**Section:** (new section) 8. Breakout

**Proposal:**

Create a new class for those cars that are subject to the breakout rule.

8. Breakout Class

Any breakout car can compete in this class regardless of its normal class.

**Thoughts:** This is purely about allowing breakout vehicles a method of competing for a first in class. The closest to the breakout without going below it wins the class. Since the breakout limits the vehicles performance on the hill, the actual capabilities or preparation of the vehicle is not a factor.

One might say run in an unprepared class but realize that an unprepared WRX without a cage can be beat by a fully caged unprepared WRX.

**Submitted:** Mike Wilson

**Section:** 4 Street Prepared A Class Requirements 1

**Proposal:**

Add:

Front passenger seat is optional if one of the drivers drove the car to the event on the street without the passenger seat.

**Thoughts:** This is in response to something I read on the forum.

I know most people think Street Prepared is a limited preparation grouping, but I believe Street Prepared is about driving cars at the mountain that are also driven on the street. And it should be OK if someone drives to the event without a passenger seat. Almost all my driving is solo; about the only time my passenger seat is occupied while I am driving is fam runs, and it is not obvious that we should be mandating passenger seats so people can get fam run rides. Yes removing the passenger seat is annoying because it sets off the airbag light. BTDT.

The Alfa Romeo and the Corvette I used for my first 15 years of hillclimbing would have been SP cars had we

separated SP from U at that time. I have never trailered a car to an event\*. So I do have some experience here.

If we are NOT accepting actual STREET driven cars in STREET Prepared, then I suggest changing the name to Somewhat Prepared, or Simple Prepared, or SProdified, or anything that does not lead the competitor to think that their actual STREET driven car would be legal.

And we could discuss open cars with no windshield not needing wipers, and also remember that I do not need bumpers to get a Massachusetts inspection sticker and I have driven such inspected bumperless cars at NEHA (before SP was invented) so maybe the bumper rule should go away too.

My vision of the class structure has U for the people who want to buy and drive, P for the people who want to build a hillclimb competition car, and SP for people who want to modify their car for both street and hillclimb. Most people seem to want a "limited preparation" class which is not the same. And what is acceptable for street driving depends on the state of residence and on the driver's tolerance, and my not-so-humble opinion is that it is not up to us to dictate that to the car owner/driver.

\*Yes the cars have been known to require assistance to leave, and I have driven cars that someone else has trailered.

## Technical & Safety

**Submitted:** Steve Jones

**Section:** Technical & Safety and the Regulations (all sections)

**Proposal:** Replace “break out” and “break-out” with “breakout” for consistency.

**Thoughts:** Clean up terms in our rules

**Submitted:** Don Taylor

**Section:** 1. Clothing, C. Helmet #1

**Proposal:**

Original:

a. Snell SA2010 or newer

Change:

a. Snell SA**2015** or newer (Rule to take effect January 1, 2021)

**Thoughts:** None.

**Submitted:** Steve Jones

**Section:** 3. Body and Frame B. Numbers #1

**Proposal:**

Original:

Legible numbers both sides (i.e., 8” minimum with 1” stroke) with class designation (3” min.). Numbers will be no more than 3 numerals, or, at the registrar’s option, 2 numerals and a letter.”

Change:

Legible numbers both sides (i.e., 8” minimum with 1” stroke) with class designation (3” min.). Numbers will be no more **than** 3 numerals. **Numbers may not have preceding zeros. Breakout cars need to include an “X” and Rally cars need to include an “R” after the number (3” min.).**

Changed “that” to “than”, removed the double quote at the end of the original sentence, removed letters as an option, added no preceding zeros, and “R” and “X” codes (not related to the number).

**Thoughts:** General edits. Preceding zeros in computer land are difficult to deal with. Note: The breakout “X” is not part of the driver’s number. Vanessa’s proposal suggested that four numbers is okay; it is okay to change my proposal to four digits. Kevin Gale confirmed that four digits work in his software.

**Submitted:** Vanessa Vittum

**Section:** 3. Body and Frame B. Numbers #1

**Proposal:**

Original:

3. BODY AND FRAME / B. Numbers /1 . Legible numbers both sides (i.e., 8” minimum with 1” stroke) with class designation (3”min) . Numbers will be no more than 3 numerals, or, at the registrar’s option, 2 numerals and a letter.

Change:

3. BODY AND FRAME/ B. Numbers /1. Legible numbers both sides (i.e., 8” minimum with 1” stroke) with class designation (3”min). Numbers will be no more than 4 numerals. Numbers are not to be alphanumeric or leading zero number combinations. Currently assigned numbers that are alphanumeric or have leading zeros cannot be reassigned to another driver and as they are retired will not be reissued.

**Thoughts:**

This proposal is being made to meet the parameters of the software of the wireless timing system without interfering with the current software being used by other NEHA clubs. The wireless software does not accept alphanumeric or leading zero number combinations. This change would discontinue issuance of both types of numbers.

X, M and R designations will remain on the car for safety purposes. These designations will be segregated from the number within the software in a separate area and will not be confused with class designation.

I recognize that car numbers have historic and sentimental significance to drivers. I am NOT proposing that drivers who currently have leading zeros be required to give them up. This change would only effect, Issuing new numbers, reassigning current numbers or reissuing them should a driver give them up. There are 6 drivers who currently have reserved numbers with leading zeros. SCCNH has developed a work around for those drivers at SCCNH events.

We will ask the drivers whose numbers consist of leading zeros to add a 1 in front of their number for SCCNH events. (see below)

03 Justin Taylor would be 103

06 Jason Orzell would be 106

07 Dave Dykes would be 107

002 Shawn Fortier would be 1002

027 Patrick Martin would be 1027

042 Paul Dudley would be 1042

Each of these proposed numbers are currently available per the Reserved Number List (revised 8/20/19). To be sure they remain available and not taken by a new driver to Hillclimb, we would request that each driver above reserve these new numbers to their name in addition to their current number.

We encourage drivers who run Hillclimb regularly to reserve numbers. Drivers who don’t reserve and simply expect to use a number because they have always done so, will be at the mercy of the registrar and may be asked to run whatever number is available.

**Submitted:** Steve Jones

**Section:** 3. Body and Frame B. Numbers #3

**Proposal:** Change “New England Sports Car Club Council” to “New England Hillclimb Association”

**Thoughts:** Mainly because “New England Hillclimb Association” is on the checking account and the next sentence states that “NEHA also reserves the right to retire numbers,” so it seems we are talking about NEHA not the NESCCC.

**Submitted:** Jamie Melhuish

**Section:** 6. Prepared Electric Vehicles

**Proposal:** Remove all of section H

**Thoughts:** This is a requirement for some events such as Pikes Peak, but is actually problematic. Drivers hate the sound which bleeds into their helmet and distracts their driving.

The course is closed for racing and all workers and spectators know that cars are racing on the hill. Many stock cars are nearly as quiet as electric cars but don't have a sound-making requirement.

Contributes unnecessary sound pollution; we should be striving to make our sport quieter, not louder.

**Submitted:** Mike Wilson

**Section:** 4 Cockpit, E Collision Protection, 2 Roll Cage, Section B

**Proposal:**

Add:

“No more than one breakout will be assessed for each timed run by a competitor, even if there are multiple timing locations and the competitor breaks out at more than one.”

**Thoughts:** The grace was intended per run, not per section of a run.

**Submitted:** Mike Wilson

**Section:** 4 Cockpit, E Collision Protection, 2 Roll Cage, Section B

**Proposal:**

Add: No second breakout will be assessed if the driver was not warned by an event official before the start of that run about the previous breakout(s). If the warning happens at the start line, the driver may return to the staging line, if it still has cars, to plan their run

**Thoughts:** It is up to the organizers to track times. Drivers should not be required to watch in-car timing devices; the plan is to drive the car. Why would we expect the driver to know the official times better than the event officials?

**Submitted:** Mike Wilson

**Section:** 4 Cockpit, E Collision Protection, 2 Roll Cage, Section B

**Proposal:**

Add:

If a driver is not warned, and is either new to the course or driving a car they have not driven before, and breaks out several times, each faster than the previous with the first breakout less than 10 seconds and the last breakout more than 10 seconds, and was not warned about any of the breakouts, then the last more than 10 second breakout will not be a "no more driving" breakout.

**Thoughts:** Under normal conditions any more than 10 second breakout is a "no more driving" breakout. But this is a case where the driver may not know at all what times they are running. Warning after the first breakout would tell the driver that an adjustment is needed, before being banned.

No I do not expect this to pass, but I think it is a case that warrants discussion.

**Submitted:** John Reed

**Section:** 4. Cockpit A. Belts and C. Seats

**Proposal:**

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

4.A.5 Replace all with "Seat belt and harness anchor points must each be capable of 3300# (1500 N), applied in line with the load of the harness. Sub belt points must be capable of ½ of this load." OE anchor points are considered adequate.

4.C. All (Replace)

1. All drivers, co-driver seats must be in safe condition

2. All seats used with 5+ point harness must be fixed- back (as mounted), fully supportive type, (i.e." racing seat") with back extending to shoulder harness point's of intersection with seatback, as worn. Seat width and height must fit driver(s). Headrest: max. 3" behind driver's helmet, as seated, with sufficient area to contain helmet.,

3. All seats must have sufficient framing and reinforcement, mounting and support . Mountings must align with harness loads, and at comparable strength. OE Seats and 3 point harness mountings are adequate. Aftermarket seats meeting 4.c.2 should be installed per best practices of that type seat, { I:e Manufacturers instruction}

4. Seat assembly should mount to substantial structure, i.e. OE reinforced mountings, FIA spec \_\_\_\_ (rally style), or the integrated chassis/rollcage. Must be mounted and supported in direct line with the loads of the harness as worn.

**Thoughts:** None

**Submitted:** John Reed

**Section:** 4. Cockpit 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. We strongly encourage, and DO NOT limit, additional cage mountings and/or chassis reinforcement. Welded mountings must engage (by socketing, plating, gusseting, etc.) the same area of metal as the tube wall. ( E.g.  $1.75 \times \pi \times .094 = .52 \text{ sq.in} = .032 \times 16.15 \text{ linear inches of weld}$ )

11. Bolted or welded foot plates must be a minimum of 4" x 5" (20 sq.in.), = to cage wall thickness. Bolted plates: Min. 3 ea. 3/8" grade 5 (ISO 8.8) bolts, backup plates same as foot plates. Reinforcement of these mountings is strongly recommended. Mountings must engage significant structure. (Bolted in cages, are strongly recommended to bolt to the original outer (& inner ?) lap belt and shoulder belt mountings, as well as their foot plates.

12. Full, continuous (stamped, OE) floor pan will be considered adequate structure in regard to meeting safety requirements. (Ref. 3.A.1). Otherwise, protection for the foot well area, and from "driveline intrusion" (Ref. 3.A.1) must be incorporated into the chassis/rollcage structure Repairs or removable sections must equal the original in strength.

13. Non-continuous, composite, fiber, adhesive mounted, sectioned or seamed floors are not, themselves, even if OE, considered adequate structure for rollcage mounting, "drive train intrusion", foot well protection, seat, or harness mounting

14. Energy absorbing deformable structure must be incorporated into the chassis structure, at minimum ahead of the driver's feet and to the side closer to the driver.

**Thoughts:** None

**Submitted:** John Reed

**Section:** Rewrite to rules

**Proposal:**

Technical and Safety Requirements

These regulations are set forth to provide for the orderly conduct of hillclimb time trial events.

Participants are cautioned that all motor sports have inherent risks; It is the Participant's responsibility to take adequate precautions in light of these risks.

No express or implied warranty of safety or freedom from risk shall result from publication of or compliance with these rules and regulations.

*The participant warrants that all articles presented for inspection are correctly marked, represented, or identified.*

*The entrant is responsible for the configuration, and safe operation of any "stability control" or similar device. False activation of "OnStar" or any automated emergency system (i.e. E911) by the entrant is their*

*full responsibility, as well.*

The rules and regulations are intended as a guide for the conduct of this motor sport and are in no way a guarantee against property damage or injury to participants, spectators, or others.

- a) Double-letter designation [AA, BB, etc.] refers only to Prepared cars.
- b) Letter designation with # {i.e. Q#} Refers to U and SP entries requiring a rollcage per 4. \_\_.
- c) Certifications, tags, or similar identifiers are acceptable proof of spec. compliance. Condition and correct operation remain the primary criteria for acceptance.
- d) Specifications are minimums, and given as references only.
- e) Expiration dates for items may be extended as follows: FIA + 6 months, SFI + 36 months, Snell (helmets) + 2 “cycles”.
- f) The Tech Committee is the final review of any decision in Tech.

## 1. CLOTHING

### A. Shoes

1. No exposed nylon, nylon mesh, or plastic. Natural fibers preferred.
2. Closed toe construction, flat sole, leather or canvas, no nylon.

### B. Clothing

1. No nylon or other thermoplastic synthetics. Natural fibers recommended.
2. Long sleeves, long pants, socks
3. Fire-retardant outer clothing and underwear recommended.
4. All gloves used must be flame-retardant, driving or flight type gloves (Nylon “mechanics” gloves, or full leather gloves are specifically banned)

### BB, B# clothing

#### Clothing

1. Fire-retardant outer clothing required, to meet or exceed SFI 32a/1.
2. Fire-retardant gloves required, to meet or exceed SFI 3.3/1

- BB.
3. Fire-retardant hood / helmet skirt required in cars without sealed hood or full windshield, (i.e SFI 3.3 or =)
  4. Strongly recommend SFI 3.2a/5 or FIA \_\_\_\_ suits, SFI 3.3/5 or FIA \_\_\_\_ gloves, fire retardant underwear, socks, and driving shoes

**Thoughts:** None



# General Regulations

**Submitted:** Steve Jones

**Section:** New rule

**Proposal:** All drivers are responsible at the event to ensure their class and other information is correct. Results are official and will not be changed 14 days after they are posted.

**Thoughts:** To ensure that we are all taking responsibility for the results. We did the same thing years ago with the SCCV and it took care of many of the year-end questions and change requests that we received. This means that 14 days after the official results are posted (no changes to class or times). Naturally, we can correct errors in spelling of names and what someone was driving or remove a breakout time.

**Submitted:** Emmanuel Cecchet

**Section:** 35. Annual Points

**Proposal:**

Original:

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 all events, minus any that can be dropped, to qualify for year-end placings. All events that are not dropped must be in the same class to qualify for the class placings.

Change:

A driver must enter at least 3 different hills to qualify for year-end placings

**Thoughts:** Too many events are required to be eligible and we are missing out on some epic battles at the awards because some drivers can only attend 3 or 4 events a year. Forcing people to attend 3 different hills will benefit all clubs.

**Submitted:** John Reed

**Section:** New content

**Proposal:**

Add into: Regulations between 26-27, or, by appending to another Regulation giving the editors option to append it to any of these.

“The New England Hillclimb Association”, (aka “NEHA”, “The 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.”

We are HILLCLIMB. One of the original challenges of the automobile, it remains truer to its original form than most others. For over 60 years, the larger enthusiast community of New England has presented and competed in these events, independent, and faithful to our origins.

**Thoughts:** None