



# New England Hillclimb Association (NEHA) 2022 Annual Awards Banquet and 2023 Season Rules Meeting

## General

**\*\*\* Unsure if this needs to be a rule or just something that the group needs to agree upon \*\*\***

**Submitted:** Seth Achilles, Erik Reisner, Steve Jones, Chris Rielly

**Section:** 37 b General (or any location deemed more appropriate)

**Proposal:**

Add line item: Change “Spirit of Hillclimbing” award name to “Baumann Spirit of Hillclimbing award in memory of Sherman and Michele Baumann”

**Thoughts:** In light of the passing of Sherman and Michele, I think it is only fitting to dedicate the spirit of hillclimbing award to them. Hillclimbing was always on their mind, and they worked tirelessly on facilitating the sport at and away from the hills. The wording of the award is up tweaking, so long as it honors both Sherman and Michele. I’m certain their spirits will be watching over us for years to come.

**Submitted:** Don Taylor

**Section:** New rule

**Proposal:**

43. Technical and Classification Committees

- a. Requirements: Sound automotive knowledge, must have attended a minimum of one-half of the NEHA events the prior season, cannot be a Technical Inspector.
- b. Committee members must be reconfirmed or replaced each year at the NEHA rules meeting via individuals who can vote on rule proposals; voting will be by secret ballot. 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.

**Thoughts:** To ensure qualified and involved people are on the committees.

**Submitted:** Mike Wilson

**Section:** Rule 35

**Proposal:**

(current rule)

A driver must enter 3 events to qualify for year-end placings.

(change to)

A driver must enter all events, minus any that can be dropped, to qualify for year-end placings, with the exception that if there are only 4 events, a driver only needs to enter 3 to qualify for year end placings.

**Thoughts:**

I just prefer the old way of needing to enter most of the events to qualify.

**Submitted:** Mike Wilson

**Section:** Rule 18

**Proposal:**

(add)

Drivers will be told whether timing is starting from the countdown or from the beam break.

**Thoughts:**

Yes it matters. For example, if it is from the beam break, then there is no panic if you cannot see the starter doing their thing, and yes I have heard complaints. And it is not comforting for the driver when the event organizer does not know.

**Submitted:** John Reed

**Section:** Rule 33, 38, and 39

33. add words “or alternate penalty” after “disqualification”

38. (Delete entirely. New wording!)

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 legal 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.

39. Delete second sentence

**Thoughts:**

Why do this? Because in a modern world, not following your own rules = negligence! #33 lets us have some mercy on enforcing the rules, rather than the DQ or home free implied by the current rule.

#38 Obligated us to do some very specific stuff, and we’ve been sloppy about meeting that obligation – better we (a) make it a lot more generic, and easier to follow and (b) puts the onus of disposal on the entrant, where it belongs.

#39 We need to delete the 2nd sentence, because we cannot always do it! Remember, the rules aren’t “oughta do”, they’re “gotta be done”, before we run another car!

**Submitted:** Mike Wilson

**Section:** New rule

**Proposal:**

Drivers may opt to have their times excluded from the event trophies and year-end points calculations.

**Thoughts:**

This would mean that Dan Rutan would not have had to "break his transmission" at Okemo 2005 to keep from affecting the King of the Hill points race. He could have just opted to have his times not count.

My first thought on this was to include the breakouts do not apply rule, but if that does not pass with the thirteen rule then it would not pass here either, and my second thought is that this might be interesting enough on its own

**Submitted:** John Reed

**Section:** 6

**Proposal:**

(current)

6. All cars must come to tech inspection with the tires that will be run on the car either with them or on the car. All cars that are being driven by more than one driver must present safety equipment for both drivers at tech.

(change)

6. (tech) Cars /drivers 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 Chairman acting as an ex parte member as necessary. Entrants, by presenting items to tech, warrant that all items are correctly configured, labeled and dated\*.

**Thoughts:**

\*\* No fakies!, We are not responsible for someone substituting rope line clips for shoulder harness anchors, or their resulting temper tantrum when we find the cage welded to the (Italian, and tin!) floor, in complete defiance of good practice.

Anyone who wants to argue with Tech (or just has a problem), can be kicked out of line and sent to the Tech Committee! Who can often help with missing gloves, hardware, tools, etc, and can back Tech's decisions with chapter & verse of the rules, a swift boot to the head, etc. This is NOT about taking power from the inspector! The committee exists, at least in part, to properly support Tech's decisions, so that we are acting as an organization, where we are insured, and protected from, personal liability.

## Technical & Safety

**Submitted:** Tom Wood

**Section:** 1. Clothing / E. Head and Neck Support

**Proposal:** Require Head and Neck Support in all cars. Change the text of E.1 So that it reads “SFI or FIA head and neck restraints are mandatory in all cars.”

**Thoughts:** To increase the safety in some of the most common crashes, in conjunction with other rule proposals.

**Submitted:** Tom Wood

**Section:** 1. Clothing

**Proposal:** Require fire gear in all cars. Remove 1.B(1-3) and relabel 1.BB to single letter B.

**Thoughts:** Fire retardant clothing adds a level of safety preparation to any car. Many competitors with X (breakout) cars already have some or all of the required clothing

**Submitted:** Tom Wood

**Section:** 4. Cockpit / A. Belts / Section 1

**Proposal:**

Require safety harnesses in all cars.

Change the text of A.1 so that it reads “An SFI or FIA approved 5-, 6-, or -7 point harness assembly is mandatory for all cars.”

**Thoughts:** To increase the safety in some of the most common crashes, in conjunction with other rule proposals.

**Submitted:** Tom Wood

**Section:** 4. Cockpit / E. Collision Protection Minimum Requirements

**Proposal:**

Remove the text of Section E and replace with the following:

1. Roll bar required in all cars without roll cages. Roll bar should be equivalent in construction to cage specs.
2. Roll cages required in all Prepared cars, and all cars with a time less than the established breakout time for each course.
  - a) If the driver of a car without a roll cage gets a time that is less than the breakout time (they broke out), they will receive a warning that they broke out and the time will not be recorded and will not count in the event results or year-end points. If they breakout a second time during the event (either day) after receiving a warning, or if they breakout by more than 10 seconds (Philo: 5 seconds) on a single run, they will require a roll cage and fire-retardant gear at the venue with the same Unprepared or Street Prepared car and the time will not be recorded, does not count in the

event results or year-end points. After they breakout a second time, or exceeding the breakout by more than 10 seconds (Philo: 5 seconds), the driver will not be allowed to drive again at the current event in the same car.

b) If a driver of a car without a cage breaks out at any event, they will be required to have a roll cage for the following season. They will be able to continue the current season provided they meet the requirements of (a) for each event.

c) Breakout times:

Ascutney 3:20 (short course), 4:20 (long course)

Bolton 1:32

Burke 2:30

Okemo 2:43

Philo 1:20

### **Thoughts:**

Our safety requirements are currently relatively loose compared to similar motorsport and need updating to stay current. Requiring a roll cage and safety gear for everyone would be ideal, but just not feasible with the number of unprepared and stock cars competing and the cost to those competitors. This proposal would bring us up to a reasonable minimum standard used by other clubs around the country.

The current breakout times reflect a relatively quick pace for an unprepared car. Faster uncaged cars are sandbagging parts of the course while pushing very hard in other sections, while underpowered cars can be pushed to their limits without hitting the breakout time. Either of these can and will lead to more crashes. In addition we have a bracket class which, while it has slower speeds, is specifically pushing more competition in the class of cars which are the least safe for this kind of competition. We also have several cars which are dedicated race cars without cages, but with other onboard systems and preparation that should require increased safety.

Most crashes are not complete roll-overs but still pose a serious risk to the driver even in a simple impact with a rock, tree or other large object that lines the road. The proposal here would require seats, harnesses, and head and neck restraint systems with a basic roll bar for cars without roll cages. The intent of the roll bar is to allow harness and HANS mounting to improve driver safety and survivability in a typical crash without the burden of an entire roll cage. There are several competitors who already have some of these components in otherwise uncaged cars, and the overall financial burden to the competitor and use impact to the chassis is minimal compared to a roll cage.

This is certainly going to be opposed by many members, but the reality here is that we need to be forward thinking with safety. Hill climbs are inherently dangerous, more so than most other disciplines of motorsport, and it's only a matter of time before our next major crash where someone gets seriously hurt, and we lose a venue forever. Proactively considering safety of the club and the sport is required if we want to keep doing this in the future, we can't prevent the crash but we can make it a lot better for everyone involved.

**Submitted:** John Reed

**Section:** BB-4

**Proposal:** Delete entire section.

**Thoughts:** The current “rule” is ambiguous, not specific of what items are covered, or by what specification. Correctly constructed specifications for the affected items should be added or revised in their current section. That will be covered in my proposals for specific items.

**Submitted:** John Reed

**Section:** 1. Clothing

**Proposal:**

A. Shoes

1. Add “or molded plastic”

B. Clothing

1. Add “natural fibers preferred”
2. To read in full “Full clothing (minimal exposed skin), long sleeves, long pants
3. Add “All coveralls, uniforms, and “suits” must be marked as fire retardant.”

**Thoughts:** This catches this rule section up to date, after 40+ years. Fabric and clothing have changed a LOT since! In particular, a lot of really nice outdoor sports gear is pretty flammable!

**Submitted:** Don Taylor

**Section:**

4. Cockpit

B. Fire Extinguisher minimum requirements

**Proposal:**

(current)

1. Type. All vehicles must be equipped with at least one portable 2.5-lb net minimum A-B-C type, 1.25-lb net Halon or approved substitute. It must be fully charged and must have a gauge.

(change to)

1. All vehicles must have a minimum of 2.5 pound ABC portable fire extinguisher with a gauge. mounted using a steel bracket and strap. And have an inspection tag no older than 3 years

**Thoughts:**

This takes Halon and other approved out of rule and adds inspection requirement.

**Submitted:** Don Taylor

**Section:**

4. Cockpit

A. Belts

**Proposal:**

(current)

4. All harness assemblies must be in excellent condition, not discolored or visibly deteriorated and not altered from original condition. FIA harness assemblies must not be past their expiration date, SFI harness assemblies must be no more than 3 years old from date of manufacture.

(change to read)

4. All restraint systems must be in good condition with no visible fading, deterioration, no rust on the latching systems, and not altered from their original condition. SFI and FIA approved systems may not be used beyond the expiration date tagged on the belt. If the belt has no tag it is considered out of date. The shoulder belts shall come straight into the unaltered holes in the seat. Any altered seat may be considered unsafe and fail technical inspection.

**Thoughts:**

This cleans up the rule a bit. It removes the three year SFI rule. Belts are currently tagged with expiration dates only not manufacture dates.

**Submitted:** Don Taylor

**Section:** New section; unsure where to include in the rules. (unsure if Classification or Technical & Safety)

**Proposal:**

(new rule)

After Jan 1, 2024, all competing vehicles are required to have a NEHA logbook. The NEHA logbook will be issued at events throughout the 2023 season. Any vehicle issues that need attention or problems that prevent it from passing technical inspection will be written into the NEHA logbook by a Technical Inspector. The NEHA logbook must be present with the vehicle and presented at Technical Inspection.

**Thoughts:**

The reasoning behind this addition to the rule set is to keep a written record of vehicle issues that can be referenced by Tech Inspectors at each event to make sure issues are taken care of properly.

**Submitted:** Don Taylor

**Section:**

1. Clothing

BB. Clothing

**Proposal:**

(Remove the current rule)

4. All required personal safety equipment must have proper approval markings such as SFI or FIA.

(Add the following sentence below the document introduction)

All required personal equipment must be in good condition and have proper approval markings from SFI or FIA. All required safety equipment shall be used and installed per manufacturer's recommendation.

**Thoughts:**

None

**Submitted:** Don Taylor

**Section:**

4. Cockpit

A. Belts

**Proposal:**

(Current rule)

2. Y-type shoulder harness is NOT permitted.

(Add to the rule)

2. Y or V-type shoulder harnesses are NOT permitted.

**Thoughts:**

Adds "V-type" belts to the exclusion list

**Submitted:** Don Taylor

**Section:**

4. Cockpit

A. Belts

**Proposal:**

(Current rule)

1. An SFI or FIA approved 5-, 6-, or 7-point harness assembly is mandatory for all cars with roll cages, and strongly advised for all cars.

(Add to the rule)

1. An SFI (16.1 or 16.5) or FIA (8853/2016 or 8853/98) approved 5-, 6-, or 7-point harness assembly is mandatory for all cars with roll cages, and strongly advised for all cars.

**Thoughts:**

Adds rating numbers after SFI and FIA

**Submitted:** Don Taylor

**Section:**

4. Cockpit

C. Seats

**Proposal:**

(Current rule)

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 }

(Add to the rule and make “seats” lowercase in second sentence)

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}. Plastic seats are not allowed.

**Thoughts:**

This eliminates the possibility of cheap plastic racing seats showing up.

**Submitted:** John Reed

**Section:**

1. Clothing

BB. Clothing

**Proposal:**

(Current rule)

1. Fire-retardant outer clothing or underwear.
2. Fire-retardant gloves.
3. Fire-retardant hood or helmet skirt in open-engine cars. Recommended for all.
4. All required personal safety equipment must have proper approval markings such as SFI or FIA.

(Replace entire rule with the following)

1. Fire retardant outer clothing, to meet or exceed SFI 3.2A/1.
2. Driving (flight pattern) gloves only, fire retardant, to meet or exceed SFI 3.3/1
3. Fire retardant hood or helmet skirt required, in all cars without full windshield and closed hood. As per SFI 3.3.

**Thoughts:**

We are replacing a rule section that is 45+ years out of date. Nomex under street clothes was not intended in the original rules, IMHO, and was only carried over on the 1978 rewrite.

Specs are now properly constructed, and not dependent on a secondary attribute (label). They are also open ended! Ie: not restricted to a single certification or protection level. If you desire more protection, you are free to do so!

**Submitted:** John Reed

**Section:**

4. Cockpit

A. Belts

**Proposal:**

(Current rule)

4. All harness assemblies must be in excellent condition, not discolored or visibly deteriorated and not altered from original condition. FIA harness assemblies must not be past their expiration date, SFI harness assemblies must be no more than 3 years old from date of manufacture.

(Replace entire rule with the following)

4. All harness assemblies must be in excellent condition, not discolored or deteriorated. Must have a dated SFI/FIA label. SFI harness expire 12/31, of 5th year past date. FIA harness expires on 12/31 of the label year.

**Thoughts:**

This revises our rule to fall exactly in line with SCCA GCR 2022. It has the same effect as my previous proposals in this regard, with the language adjusted.

**Submitted:** John Reed

**Section:** Appendix

**Proposal:**

(Update the Appendix)

Appendix, referenced to rule section:

1.BB FIA approved items are considered equivalent to a TTP rating of 5. (the last # in the SFI spec)

4.E. Collision protection

1. continue as previous.

**Thoughts:**

This change spells out the equivalencies between SFI and FIA thermal protection ratings. I'll bring the FIA test standards along, if there are any questions.

**Submitted:** Mike Wilson

**Section:** 4.E.2.c

**Proposal:**

(current)

(c). Breakout times:

Ascutney 3:20 (short course), 4:20 (long course)

(change)

(c). Breakout times:

Ascutney Windsor Overlook finish 3:20 (normal course)  
Ascutney finish just below top parking lot, 4:20 (long course)  
Ascutney finish just after the impossible left below check 6 as used in 2019, 1:58 (short course)

**Thoughts:**

This just documents what we did in 2019 for the next time the bridge just before check 7 is out.

**Submitted:** Mike Wilson

**Section:** 4.E.2.c

**Proposal:**

(current)

(c). Breakout times:

Ascutney 3:20 (short course), 4:20 (long course)

(change)

(c). Breakout times:

Ascutney Windsor Overlook finish 3:20 (normal course)  
Ascutney finish just below top parking lot, after the brake point 4:20 (long course)  
Ascutney finish as used in 2019 with finish workers remote, 4:18 (long course)

(Also, including this line if it passed in the previous proposal)

Ascutney finish just after the impossible left below check 6 , 1:58 (short course)

**Thoughts:**

The 2019 long course finish has its advantages over the finish just below the parking lot, but it is about 2 seconds shorter time, so there is logic in shortening the breakout that much. If I had better wording for describing the finish I would use it.

**Submitted:** Mike Wilson

**Section:** 4.E.2.c

**Proposal:**

(current)

(c). Breakout times:

Ascutney 3:20 (short course), 4:20 (long course)

(change)

(c). Breakout times:

Ascutney Windsor Overlook finish 3:20 (normal course)  
Ascutney finish just below top parking lot, after the brake point 4:12 (long course)

(and if the addition of the second long course time passed)

Ascutney finish as used in 2019 with finish workers remote, 4:10 (long course)

**Thoughts:**

When the breakout was set in 2019 for the really short course finish between check 5 and check 6, there was consideration made for which vehicles had never broken out at Ascutney but were breaking out with the initial choice. This case is similar. The long course is about 52 seconds longer than the short course for cars running just

slower than the breakout on the short course, and this adjustment would reflect that.

**Submitted:** Mike Wilson

**Section:** 4.E.2.c

**Proposal:**

(current)

(c). Breakout times:

Ascutney 3:20 (short course), 4:20 (long course)

(change)

(c). Breakout times:

Ascutney Windsor Overlook finish 3:15 (normal course)

Ascutney finish just below top parking lot, after the brake point 4:07 (long course)

(and if the addition of the second long course time passed)

Ascutney finish as used in 2019 with finish workers remote, 4:05 (long course)

(including this line if it passed in the first proposal)

Ascutney finish just after the impossible left below check 6 , 1:58 (short course)

**Thoughts:**

The Ascutney breakouts are much longer/slower than the Burke or Okemo breakouts. For example, a naturally aspirated 4 cylinder front drive on treadwear 560 all-seasons is more than 10 seconds slower than breakout at both Okemo and Burke, but is a breakout car at the normal Windsor overlook finish at Ascutney, and a deep breakout car long course. It is true that the driver of that car has more long course experience than anyone else on the planet, but I do not believe that is why there is the deep breakout.

## Classification Regulations

**Submitted:** Don Taylor

**Section:**

4. Street Prepared

A. Class Requirements

**Proposal:**

(Delete the current rule)

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

**Thoughts:**

Street cars should have stock glass in place

# Technical and Classification Regulations

**Submitted:** Mike Wilson

**Section:**

4. Street Prepared

A. Class Requirements

**Proposal:**

Technical 4.E.2.b, new Classification rule 9

To Technical 4.E.2.b add:

Entrants running under the "Thirteen" rule will not be subject to breakout.

To Classifications add:

9. Thirteen rule - crash and you may not drive an uncaged car for at least thirteen months.

A. Class Requirements

1. Drivers of street-driven and street-registered car legal for any NEHA Unprepared or Street Prepared class may elect to run under a "Thirteen" rule at the entrant's request. This must be selected at registration, and the car number will have a T at the end. Entrants may not select this class after a breakout run at that event. Once selected, this lasts for the rest of the year for that car-driver pair.
2. Drivers must have at least a full season qualifying for year-end participation to be allowed to select this.
3. If an entrant running under the 13 rule crashes anywhere on course, either up or down, then that entrant may not drive an uncaged car at any NEHA event for 13 months, or until after the same event the following year, whichever is longer. Driving a caged car during that period multiplies the remaining time by 1.5, although the maximum no-uncaged-drive time remains capped at the original maximum length.
4. The breakout rule (Tech 4.E.2.b) will not apply.
5. Drivers using this option will not be included in class or King of the Hill points or trophies.

**Thoughts:** As in previous years, a way to be allowed to drive a fast car fast.