



[www.hillclimb.org](http://www.hillclimb.org)

# New England Hillclimb Association 2008 Season Rules Meeting

## General

**Submitted by:** Earl Hayes [sharon@enter.net](mailto:sharon@enter.net) (28-Dec-2007)

**Section:** New item

**Proposal:**

In order to submit a proposal or to vote on any question, one must be a current member of KSSC, SCCNH, or SCCV or any combination.

**Thoughts:**

Logical, but never stated in the rules.

---

**Submitted by:** Don Taylor [Shelbyeast@aol.com](mailto:Shelbyeast@aol.com) (11-Jan-2007)

**Section:** New item

**Proposal:**

In order to submit or vote on a proposal that pertains to a NEHA rule, the person must be a member of one of the three clubs, must be of age to be a competitor in a NEHA hillclimb as of the date of the rules meeting, and has participated at a hillclimb in the last three years, either as a worker or driver.

**Thoughts:**

Logical, but never stated in the rules.

---

**Submitted by:** Don Taylor [Shelbyeast@aol.com](mailto:Shelbyeast@aol.com) (11-Jan-2007)

**Section:** New item

**Proposal:**

The reserved number list should be updated to open up some of the numbers that have not been in use for years. If a number is inactive for more than two years it should be made available to another competitor. If a competitor wants to keep his/her number and has been inactive he can reserve it for \$10.00 per year payable to NEHA. NEHA also reserves the right to retire numbers.

**Thoughts:** None.

---

# Classification

**Submitted by:** Tashko Sarakinov / tashko@gmail.com (20-Dec-2007)

**Section: Part 2 – Unprepared and Street Prepared Cars**

## **Proposal:**

Addition of the following classes:

Unprepared - No Cage

Unprepared - Roll bar & harness

Street Prepared - No Cage

Street Prepared - Roll bar & harness

All current rules in Part 2 apply to the new classes with the exception: tires must have a minimum tread wear rating of 140 (i.e. no DOT-R compound tires).

The current break-out times would be split into two different breakout times, one for 'no cage' and one for 'roll bar & harness' equipped cars.

## **Thoughts:**

The addition of these classes will provide a reason for running hillclimb events for those with no cage and potentially increase the attendance level at events. Currently cars limited to the break-out time are in the same class with caged cars that have no break-out time. There is no competitive reason for attending events.

For cars that must adhere to the break-out time, it makes no sense to use DOT-R compound tires. Mandating a minimum tread wear rating will ensure that drivers will have the audible feedback street tires provide when they are pushed near their limits for safety reasons.

The use of two break-out times will allow the events to provide competition for a wider audience while still maintaining a level of safety. The break out times should be slightly slower or equivalent to the current break-out times for 'no cage' cars and slightly faster for cars equipped with safety equipment in the 'roll bar & harness' classes.

Additionally, I believe a minimum experience level should be adopted in the form of Autoslalom, Timeattack, Track school, Rally, Hillclimb, etc. to ensure a certain level of car control experience is possessed by entrants. By nature, hill climbs offer very little room for error and I don't believe are appropriate for a first motorsport experience.

---

## Technical

**Submitted by:** Michael Wilson mwilson@juniper.net (28-Dec-2007)

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

**Proposal:**

Add at end of 4.E.1.b:

Drivers with more than 4 seasons qualifying for year-end driver awards are not subject to the breakout rule. The burden of proof is on the competitor, not the organizers.

**Thoughts:**

The claim is that we need to keep newcomers from driving too fast in uncaged cars. This should distinguish between newcomers and experienced drivers.

---

**Submitted by:** Michael Wilson mwilson@juniper.net (28-Dec-2007)

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

**Proposal:**

Delete items E1 and E2 and replace with text from 2005 rules:

1. Roll cage required in all P, F-2, and F-L cars, and all S cars that were not driven to the event under their own power."

**Thoughts:** None

---

**Submitted by:** Michael Wilson mwilson@juniper.net (28-Dec-2007)

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

**Proposal:**

Delete items E1 and E2 and replace with text from 2005 rules:

2. Roll cage required in all P, F-2 and F-L cars.

**Thoughts:** None

---

**Submitted by:** Brian Dennis britracer89@netzero.net (29-Dec-2007)

**Section: 4. Cockpit | E. Collision Protection**

**Proposal:**

4.E. 1. a, b, 2. - Delete all and replace with

1. Roll bar required in all cars without factory roll protection

2. Roll cage required in all SP and P cars

**Thoughts:** None.

---

**Submitted by:** Don Taylor Shelbyeast@aol.com (11-Jan-2007)

**Section: Not noted in submission**

**Proposal:**

Cars in the SP class must be able to pass a Vermont state safety inspection.

**Thoughts:** None.

---