2026 Climb to the Clouds Competition Classes & Safety Rules

All vehicles competing in the 2026 Climb to the Clouds must comply with the general safety rules listed in this document. There may be additional rule bulletins published after this document. It is the responsibility of the competitor to know the rules.

Competition Classes *Must follow intake restrictor requirements	Designations
● Unlimited ● Unlimited Sport ● Open ● Open Lite ● Prepared* ● High Performance Showroom Stock* ● Rally* ● Modified Electric ● Stock Electric ● Vintage Exhibition ● Vintage Driver	● U ● US ● O ● OL ● P1, P2, & P3 ● HPSS ● R1 & R2 ● ME ● SE ● VE ● VD

Definitions:

● 2WD – Two Wheel Drive ● ARA – American Rally Association ● AWD – All wheel drive, includes four wheel drive ● CFM – cubic feet per minute ● ECM – Engine Control Module ● FIA – Fédération Internationale de l'Automobile ● Free – free to do as you want in the related area ● ARX – Americas Rallycross	● MSDS – Material Safety Data Sheets ● NHRA – National Hot Rod Association ● OBD – On Board Diagnostics ● SCCNH – Sports Car Club of New Hampshire ● SDS – Safety Data Sheets ● SFI – SFI Foundation Inc. ● VSCCA – Vintage Sports Car Club of America ● NEHA - New England Hillclimb Association

Table of Contents

Please note: If you have questions regarding the various class descriptions below or you have safety- related questions pertaining to the construction of your race vehicle please call Don Taylor at his shop (603) 542-8549 or on his cell phone at (603) 543-7456 before you complete your Entry Application. Don is the Chief Technical Inspector for the 2026 Climb to the Clouds and will be able to answer all Class & Safety-related questions pertaining to your race vehicle.

2026 Climb to the Clouds Competition Classes & Safety Rules

1. General Vehicle Rules (These rules apply to all vehicles)

1.1. All vehicles must pass a technical inspection at the event. Any vehicle found unsafe for any reason at any time during the event will not be allowed on the course.

1.2. **Fire Extinguisher**

1.2.1. 5 lbs (2.27 kg) of portable fire suppression is required. This may be in one or two units, and must be mounted with a steel bracket(s). A fire system may also be used but portable units are still required.

1.3. **Windows / Arm Restraints**

1.3.1. SFI or FIA window net, must have a label with the expiration date **or** SFI or FIA arm restraints are required for each occupant.

1.3.2. Acrylic plastic (e.g., Plexiglass) is not allowed for windows; non-glass window material must be polycarbonate (e.g., Lexan).

1.4. **Brakes**

1.4.1. Brake systems must be two (dual) circuit systems, so if one circuit fails the other continues to work. Must have two separate reservoirs unless you are using a factory stock dual circuit system.

1.5. **Fuel**

1.5.1. Any non-stock fuel tank mounted inside the passenger compartment must be an FIA or SFI approved fuel cell.

1.5.2. Any fuel system components in the same enclosure as occupant, not bulkheaded, must be of metal including lines, pumps and regulators.

1.5.3. All fuel pumps must shut off automatically if the vehicle stalls.

1.5.4. Nitrous oxide is not permitted.

1.5.5. Any methanol even mixed with water is treated as fuel.

1.5.6. Any open vehicle shall have panels in place to protect the occupant(s), in the case of an off-road incident, from external intrusions including fluids from the engine. Both engine cover and side panels are required.

1.6. **Suspension**

1.6.1. Must be tight, no looseness.

1.6.2. Any heim style joints used in the suspension of the vehicle must be safety washered in case of joint failure, no complete separation can occur.

1.7. **Tires**

1.7.1. Tire size and type is free in all classes.

1.7.2. Tires may not show cracks in the rubber, delamination, or cord.

1.8. **Battery / Kill Switch**

1.8.1. Unlimited and Open classes shall have a battery shut-off switch accessible by the driver when seated, and by workers from outside the vehicle

1.8.2. Batteries and cables must be a safe distance from fuel

1.8.3. Any liquid acid-filled battery inside of the occupant area must be sealed in a marine battery box and properly mounted.

1.9. **Exhaust**

1.9.1. Catalytic converters are not required.

1.10. **Seats**

1.10.1. Any altered seat may be considered unsafe and fail technical inspection.

1.10.2. 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 points’ of intersection with seatback, as worn. Seat width

and height must fit the driver(s). Headrest: maximum 3" behind driver's helmet, as seated, with sufficient area to contain helmet.

1.10.3. Aftermarket seat mounting should be installed per best practices of that type of seat, (i.e., manufacturer's instructions). Regardless of mounting, there must be no play in the seat.

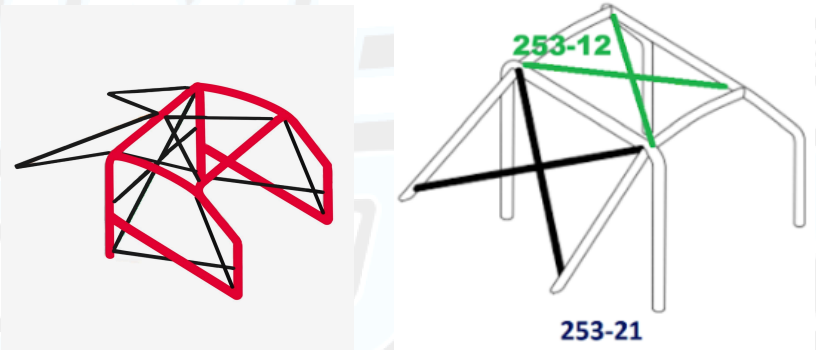
1.10.4. Seat assembly must mount to substantial structure, i.e., the OE reinforced mountings, or FIA 8855-2010, or the integrated chassis/roll cage. Must be mounted and supported in direct line with the loads of the harness as worn.

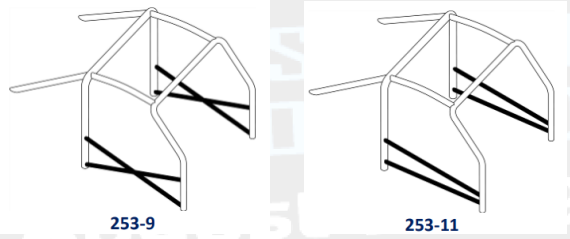
1.11. **Roll cages**

1.12. All vehicles must have a roll cage complying with the following. Each class description noted which cage must be used.

1.12.1. Roll cage A

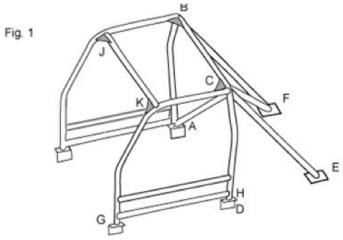
1.12.1.1. The left figure shows an FIA Article 253 Appendix J rally cage. The roof bars (253-14, V-shaped) and backstay diagonal bars (253-22, V-shaped) may be replaced with 253-12 roof bars (X-shaped) and 253-21 backstay diagonal bars (X-shaped), as shown in the figure on the right (other bars removed for clarity).

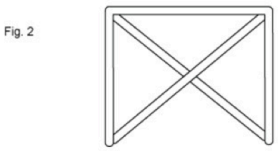




1.12.1.2. Making an X from the side bars is allowable.

1.12.2. Roll cage B





1.12.2.1.

1.12.2.2. This diagram is for a full sized vehicle. Two side protection bars are required on both sides of the cage. This diagram is a minimum requirement, extra tubing is allowed as long as the pictured elements are present.

1.12.2.3. The lower side bar (Fig. 1 G-H) is a sill bar and must be no further than 6 inches above the floor.

1.12.2.4. Making the side bars an X configuration (see diagram 253-9 above) is allowed

1.12.2.5. The top four corners require gussets as pictured in Fig. 1; they may be flat plate gussets, sheet "taco" gussets, or tubing gussets.

1.12.2.6. The main hoop may have one diagonal (A-C in Fig. 1) with an opposing diagonal in the backstay supports (C-F in Fig. 1), or an X in the main hoop (as in Fig. 2) eliminating the need for a backstay diagonal (C-F).

1.13. FIA homologated cages produced after 2005 may run as designed with no changes. Supporting paperwork for the cage is required at technical inspection. Earlier FIA designs and homologations will require an A pillar support, and X bracing in main hoop or aft support. The two side bars also need to be proper diameter and wall thickness to be considered roll cage A and must have all specified elements for roll cage B to be considered roll cage B. No bolt-together cages are allowed (even if FIA homologated). No aluminum cages are allowed (even if FIA homologated).

1.14. Both cage A and cage B must meet the tubing requirements for diameter and wall thickness.

1.15. The tubing must be DOM or Docol R8 with a minimum tensile strength of 350N/mm.

1.16. If the vehicle weighs less than 1200 lbs, tubing will be Ø1.250" by .095" wall or more.

1.17. If the vehicle weighs between 1200 lbs to 2500 lbs, tubing shall be Ø1.500"by .095" or 1.250" by .120" wall or more.

1.18. If the vehicle weighs 2501 lbs to 4000 lbs, tubing shall be Ø1.750" by .095" wall or Ø1.50" by .120" wall or more.

1.19. All cages must be fully welded.

1.20. Cages may be bolted in. The footplates for bolt-in cages must be a minimum of 3/16" thick steel 5" square and held to the vehicle by a minimum of three 3/8" grade 5 bolts in each footplate. Each footplate must have a backing plate under the floor and it shall be larger than the top plate.

1.21. All cages must be padded using SFI or FIA high density padding in any area that may contact the helmet.

1.22. **Intake Restrictors**

(The classes that require intake restrictors fall under the following guidelines for the size and location of the restrictor.)

1.22.1. All intake air must pass through the restrictor

1.22.2. There may be impounds at any time during the event. Please make sure you have tools available at the tech bay to remove any parts to check the restrictor.

1.22.3. Turbos:

1.22.3.1. The restrictor can be no further than 50mm from the turbo impeller.

1.22.3.2. For restrictor installation on stock, otherwise unmodified turbochargers using elbows cast as part of the compressor housing, it is permissible to mount the restrictor farther than 50mm from the compressor wheel, and not in line with the compressor wheel, if:

1.22.3.3. The restrictor is mounted air tight to the end of the cast elbow.

1.22.3.4. Any external fittings between the restrictor and the compressor wheel are removed and the openings permanently sealed.

1.22.3.5. The turbo assembly is stock, otherwise unmodified, and used in its original application.

1.22.4. Superchargers:

1.22.4.1. The restrictor must be as close as possible to the supercharger body.

1.23. Rally classes – 33mm restrictor dimensions and location determined by ARA rules.

1.24. 2WD drive forced induction vehicles do not require a restrictor.

1.25. All other forced induction classes require a restrictor.

1.26. All restrictors must maintain their maximum diameter for a minimum of 3mm and be on the inlet of the forced induction device.

1.26.1. A 1995 or older vehicle, OBD 1 with stock non-socketed ECM, not capable of being reprogrammed shall have a 50mm or smaller restrictor.

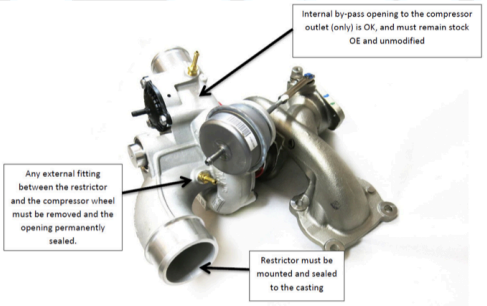
1.26.2. A 1996 or newer, OBD 2 stock ECM must have a 40mm or smaller restrictor.

1.26.3. Programming stock ECM is allowed on OBD 2 vehicles.

1.26.4. Twin turbo vehicles must have a 28.8 mm restrictor for each turbocharger.

1.26.5. If a newer engine OBD2 is installed in an OBD 1 vehicle, it must have a 40mm restrictor, and may run a stock OBD2 ECM may be reprogrammed.

1.26.6. Prepared 1, Open, and High Performance Showroom Stock class vehicles require a 40mm restrictor if the vehicle is AWD and the engine is forced induction, unless the vehicle is covered above, in which case the above rule applies.



2. Safety Rules (All competitors must comply with these safety rules)

2.1. All safety equipment must have SFI, SA, or FIA tags in place to be considered approved equipment.

2.2. **Helmet**

2.2.1. Snell SA 2020 or newer

2.2.2. FIA 8860-20XX with manufacture date less than 10 years

2.2.3. FIA 8859-20XX with manufacture date less than 10 years

2.2.4. All helmets must be in good condition.

2.3. **Clothing**

2.3.1. All outer clothing worn during racing must have the appropriate SFI or FIA tag.

2.3.2. SFI or FIA balaclava for competitors with facial hair are required.

2.3.3. All competitors shall wear a one- or two-piece driving suit at all times driving the vehicle on the course conforming to:

2.3.3.1. FIA Standard 8856-2000 or 8856-2018

2.3.3.2. FIA 1986 Standard

2.3.3.3. SFI 3.2A/5 or 3.4/5 Specification

2.3.3.4. SFI 3.2A/1 Specification with approved fire-resistant undergarments (FIA Standard 8856-2000 or SFI 3.3 Specification)

2.3.4. Driving suits must effectively cover the body from the neck to the ankles and wrists and be in good condition, free of defects, stains, holes, cracks, frays, etc.

2.3.5. SFI or FIA rated gloves in good condition (e.g., no stain, no holes).

2.3.6. Socks made of fire resistant material (e.g., cotton, Nomex). No thermoplastic (meltable) synthetic materials (e.g., nylon, polyester, polypropylene).

2.3.7. Shoes, with uppers of leather and/or nonflammable material that, at a minimum, cover the instep.

2.3.8. Fire-retardant hood or helmet skirt in open-engine vehicles.

2.4. **Head and Neck Support**

2.4.1. HANS® system: HANS devices shall be approved according to FIA standards 8858- 2002 or 8858-2010. Consult the FIA Technical List number 29 to see which HANS devices are approved by the FIA.

2.4.2. Hybrid® system: Hybrid devices shall be approved according to FIA Standard 8858- 2010. Consult the FIA Technical List number 29 to see which Hybrid devices are approved by the FIA.

2.4.3. Other systems certified to SFI 38.1: Such devices must bear a SFI 38.1 conformance label that is less than five years old.

2.5. **Belts**

2.5.1. An SFI (16.1 or 16.5), FIA (8853/2016 or 8853/98), 5-, 6-, or 7-point harness assembly is mandatory.

2.5.2. Y or V-type shoulder harness is NOT permitted.

2.5.3. All harnesses must be properly mounted and adjusted and installed with the correct hardware.

2.5.4. 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.

2.5.5. Belts may not be mixed and matched

2.5.6. SFI and FIA approved systems may not be used either beyond the expiration date tagged on the belt or greater than 2 years from the date of manufacture. If the belt has no tag, it is considered out of date.

2.5.7. Belts should be installed according to the SFI seat belt Installation Guide (available from www.sfifoundation.com), or section 6.2 (Installation) of FIA Appendix J, Article 253, or the harness manufacturer's instructions. This includes both belt angles and belt anchoring points.

2.5.8. Seat belt and harness anchor points must each be capable of 3300# (15,000 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.

2.6. Cameras

2.6.1. All camera equipment must be tethered to the vehicle so if the original anchor fails the tether will not allow it to leave the vehicle or drag on the ground

3. Unlimited (U) - Purpose-built or heavily modified vehicles, 2WD or AWD

3.1. Vehicles in this class may be open-wheeled or full-bodied, using composite, metal, or other approved materials.

3.2. There are no restrictions on engine size.

3.2.1. Forced induction is allowed.

3.2.2. No intake restrictor required.

3.3. There are no restrictions on vehicle weight.

3.4. These vehicles may have custom made frames and bodies.

3.4.1. All frames must be of good quality design and fabrication or they will not pass technical inspection. If you have questions on approved materials and design then check with the Chief of Tech.

3.5. The driver of the vehicle shall be seated between the front and rear axles.

3.6. This class requires roll cage A.

2026 Climb to the Clouds Competition Classes & Safety Rules

4. Unlimited Sport (US) - Stock appearing 2WD or AWD vehicles.

4.1. These must be vehicles that were sold to the public by recognized auto manufacturers through regular dealer facilities by the manufacturer with at least 500 produced.
4.2. The vehicle must retain at least 75 percent of the stock chassis-floorpan.
4.3. The engine block and cylinder head(s) must be manufactured by the same manufacturer as the original body.
4.4. The engine can be naturally aspirated or forced induction regardless of original manufacturer specification.
4.5. No intake restrictor required.
4.6. The outside body must appear stock.
  4.6.1. Added cooling louvers are allowed.
  4.6.2. Fender flares are allowed.
  4.6.3. Composite body parts are allowed.
  4.6.4. Non-stock rear wings and spoilers are allowed, but cannot extend more than 12 inches above roof line.
  4.6.5. Front splitters and spoilers are allowed.
4.7. Windows (except windshield) may be removed or polycarbonate replacements installed.
  4.7.1. Laminated stock-style windshield is required.
4.8. This class requires roll cage A.

5. Open (O) - Vehicles specifically built for racing: open wheel or closed body, 2WD or AWD.

5.1. They may be custom-made, including frames and running gear.
5.2. All frames must be of good quality design and fabrication or they will not pass technical inspection. If you have questions on accepted materials and design then check with the Chief of Tech.
5.3. The driver of the vehicle must be seated between the front and rear axles.
5.4. Allowed engine capacity:
  5.4.1. Naturally aspirated engines up to 7 liters.
  5.4.2. Forced induction engines up to 3.5 liters; intake restrictor required if AWD.
5.5. This class may use roll cage A or roll cage B.

6. Open Lite (OL) - Vehicles specifically built for racing: open wheel or closed body, 2WD only, with motorcycle engine.

6.1. These vehicles may have custom made frames and bodies.
6.2. All frames and structures must have good quality design and fabrication or they will not pass technical inspection.
6.3. The driver of the vehicle must be seated between the front and rear axles.
6.4. Allowed engine:
  6.4.1. Must be motorcycle-based engine and transmission.
  6.4.2. Capacity up to 1.5 liters.
  6.4.3. Either normally aspirated or forced induction.
  6.4.4. No intake restrictor required.
6.5. This class requires roll cage A or FIA homologated cage.

7. Prepared (P) - Production-based vehicles that were available to the general public with more than 500 produced by a recognized manufacturer.

7.1. The body shall remain recognizable as its model.
  7.1.1. Most of the stock flooring must remain in place: no tube frames.
  7.1.2. Body flares and wings are allowed.
  7.1.3. All original body panels must remain the same as the original in shape but may be made from alternate materials.
  7.1.4. All engine modifications are allowed.

7.1.5. Windows may be polycarbonate (e.g., Lexan) of a minimum of 3mm thick. Side windows are not required.
7.1.6. The interior may have all unnecessary items removed to further lighten the vehicle.
7.2. An intake restrictor is required if the vehicle is AWD and the engine is forced induction.
7.3. The fuel injection system is free.
7.4. Transmission is free.
7.5. Differentials are free.
7.6. This class may use roll cage A or roll cage B.
7.7. There are 3 subclasses, the differences are listed below.
7.7.1. Prepared 1 (P1)
7.7.1.1. AWD
7.7.1.2. 2.5 liters or less, forced induction
7.7.1.3. 3.5 liters or less, naturally aspirated
7.7.2. Prepared 2 (P2)
7.7.2.1. 2WD
7.7.2.2. 2.5 liters or less, with forced induction
7.7.2.3. 6 liters or less, naturally aspirated
7.7.3. Prepared 3 (P3)
7.7.3.1. 2WD or AWD
7.7.3.2. 2.5 liters or less, naturally aspirated.

8. High Performance Showroom Stock (HPSS) - Production-based vehicles, AWD or 2WD, that were available to the general public with more than 500 units produced by a recognized manufacturer. The vehicle must appear to be stock.

Engine Size	Minimum Weight (without driver)
Up to 1.6L	2400 lbs
Up to 1.8L	2800 lbs
All others	3000 lbs

8.1. The engine must be 4 liters or smaller 2.6 liters and larger can only be normally aspirated and must remain stock as delivered from the manufacturer. Cylinder heads, crank shaft, and compression must remain stock.
8.1.1. Cylinders may be over-bored up to 0.030 of an inch.
8.1.2. Intake restrictor required if the engine is forced induction.
8.1.3. The installed forced induction device, exhaust manifold, and intake manifold must be from the manufacturer for that engine and cannot be modified. No factory performance or aftermarket performance forced induction device or manifolds allowed.
8.1.4. Fuel injectors are free.
8.1.5. Water or methanol injection is not allowed.
8.1.6. ECU must remain stock.
8.2. Transmission and differentials must all remain stock as delivered from the manufacturer.
8.3. Suspension
8.3.1. Anti-roll bar is free, but must use the stock mounts.
8.3.2. Shocks and springs are free but must use the original mounting points.
8.3.3. Polyurethane bushings may be used.

8.4. Body
- 8.4.1. All stock glass must remain.
- 8.4.2. All body panels must remain stock.
- 8.4.3. Wings and spoilers must remain stock.
- 8.4.4. Fender flares are allowed.
- 8.4.5. Stock lighting must remain in place.
- 8.4.6. Extra air louvers for added cooling are allowed.

8.5. Interior must remain intact, except the following may be removed:
- 8.5.1. Interior carpet and headliner.
- 8.5.2. Air conditioning.
- 8.5.3. The stock passenger seat may be replaced with a racing seat.
- 8.5.4. Entertainment unit including speakers.
- 8.5.5. Navigation unit.

8.6. Allowed removal of other items:
- 8.6.1. Interior trim in the trunk or hatch area as long as it is behind the rear seat.
- 8.6.2. Jack, spare tire, and tools.
- 8.6.3. Under-hood insulation.

8.7. Battery size is free.

8.8. Wheels are free.

8.9. This class may use roll cage A or roll cage B.

9. Rally (R) - Rally vehicles as defined by ARA, NASA, SCCA, or CARS.

9.1. All vehicles must be log booked and fit the 2026 ARA rules. A fire suppression system is required and fire extinguishers in accordance with rule 12.2 must be onboard.

9.2. Driver and Co-driver are required.

9.3. This class requires roll cage A, or FIA homologated cages run as designed.

9.4. There are two subclasses:

9.5. **Rally 1 (R1)**
- 9.5.1. AWD rally vehicles (turbo vehicles will need a 33mm intake restrictor).

9.6. **Rally 2 (R2)**
- 9.6.1. 2WD rally vehicles.

10. Modified Electric (ME) - Electric vehicles made for, or modified for, racing.

10.1. Electric specific
- 10.1.1. The vehicle must be powered by battery; no other energy source may be used.
- 10.1.2. All batteries must be fully contained in enclosures that may be sealed by race tech officials.
- 10.1.3. A forced battery ventilation system must be fitted and must be rated at least 10 cfm.
- 10.1.4. An MSDS or SDS sheet and at least 5 copies of the information must be presented for safety and tech officials.
- 10.1.5. Any electric cables in the system must be the proper size to safely carry the current from the batteries without overheating.
- 10.1.6. Any conductor or non-insulated area that is exposed must be properly insulated and labeled as high voltage with proper warning signs.
- 10.1.7. A fuse, not a circuit breaker, must be in series with the main power source and cannot exceed 200 % of the expected battery draw at full load of the system.

10.2. The vehicle must have a master disconnect switch that will completely disconnect the vehicle from the power source.
  10.2.1. This switch must be clearly marked for both on and off positions.
  10.2.2. This switch must be accessible by the driver when seated and safety personnel from outside the vehicle.
10.3. There are no restrictions on vehicle weight.
10.4. These vehicles may have custom made frames and bodies.
  10.4.1. All frames must be of good quality design and fabrication or they will not pass technical inspection. If you have questions on accepted materials and design then check with the Chief of Tech.
10.5. The driver of the vehicle shall be seated between the front and rear axles.
10.6. All flywheels must be covered with an NHRA approved scatter shield/blanket and labeled with proper SFI label.
10.7. The driver must be shielded from any other rotating parts.
10.8. This class requires roll cage A.

11. Stock Electric (SE) - Production electric vehicles; must be run as manufactured.

11.1. No hybrid vehicles will be allowed, vehicles must operate totally on electricity, no other fuel may be used.
11.2. No modification to the vehicle is allowed except for the safety changes listed below.
11.3. All flywheels must be covered with an NHRA approved scatter shield/blanket and labeled with proper SFI label.
11.4. The driver must be shielded from any other rotating parts.
11.5. This class may use roll cage A or roll cage B.

12. Vintage Exhibition (VE)

12.1. Vehicles produced in or before 1986
12.2. Must have a cage compliant with A or B
12.3. Vehicles with B cage contact chief of tech for restrictor rules
12.4. Must meet all other requirements for safety
12.5. The scoring for this class is based on how close your two run times are

13. Vintage Driver (VD)

13.1. Entrants must be at least 69 years of age. Any entrant turning 69 anytime during the year of the event will be considered eligible to participate
13.2. Must have participated in CTTC at least twice, and have at least 10 years of experience in NEHA events
13.3. All full body cars are allowed
13.4. No open wheel or unlimited type cars
13.5. All other car classes are accepted
13.6. All cars must meet all safety and class standard
13.7. All required personal safety gear must be used
13.8. This class requires roll cage A or B