

**COMPETITION RULES**  
**NEWPORT ANTIQUE AUTO HILL CLIMB**

October 3,4 & 5 2008

Jim Haverkamp, Competition Director Ed Conrad, Sr., Tech Committee Chairman  
Greg Ratliff and Charles Ratliff, Timing Committee Larry Bemis, Referee  
Kurt Jacks, Ed Conrad, Jr., Scorers Greg Brown, Kevin Collins, "Safety Safari"

\*\*\*\*\*

Practice runs will be held from 8 a.m. until 4:30 p.m. Saturday and from 8 to 10 a.m. Sunday. Cars may make as many runs as they like while the Hill is open for practice. Additional staging lanes during practice runs will eliminate each driver having to move his car up in the staging lane after each driver makes his practice run.

A driver's meeting will be held at 10:15 a.m. Sunday, with staging the cars for competition runs to immediately follow. All drivers should stay with their cars until they have been staged. Opening Ceremonies will follow.

**STARTING PROCEDURE:**

Staging Stewards will direct your car forward from the staging lane to the starting line. The Chock Steward and Referee will line your car up on the starting line so that your front axle is aligned with the Starting Line. Once the previous car has completed its run, the referee will confirm you are ready to begin. He will then verbally indicate that your run is about to begin and visually point to the Christmas Tree. This signals the Head Timer to begin the Countdown Sequence, which cycles through a red light, two amber lights, and the green light, which signals the beginning of your run and automatically starts the timer. Please follow the directions of all Stewards and the Referee to avoid disqualification.

Scoring is based on the time in seconds to climb the Hill (standing start off the Christmas Tree to the finish line, 1,800 feet, any gear, any way, just get to the top in the fastest possible time) multiplied by the cubic inch displacement of the car's engine. Low score in each class wins. Each car will be allowed only one competition run. Once a car has passed the 50-foot "scratch line," the run is considered official. If the car is stopped before the scratch line, a re-run will be allowed. If interference from an outside source (spectators, cars, dogs, etc.) causes the competitor to abort his run, a re-run can be ordered by the Chief Timer, Referee or Competition Director.

If a competitor "jumps the light" on the Christmas Tree, a time penalty may be assessed by the Referee. The complete starting procedure will be explained in the driver's meeting.

If, for any reason, the Red and Yellow flashing safety light at the top of the Hill on the safety tower comes on during a competitors' run, whether in practice or competition, the run is aborted and the driver should be aware of a dangerous situation on the Hill. Drivers should slow and be prepared to take appropriate evasive action.

**REMEMBER: THE PRIMARY CONCERN IS SAFETY.**

Cars must be displayed with hoods up so competitors can examine for authenticity and make protests to the Technical Committee if they so desire. All protests are to be made within 15 minutes of the completion of each class. SPECIAL NOTE: Due to problems in the past, the Technical Committee has been instructed to disqualify or heavily penalize any vehicle that is not authentic. The type of penalty will be left to the discretion of the Technical Committee. The Technical Committee, at their discretion, has the right to use a displacement gauge on any engine. Any car not allowing this test will be disqualified from competition.

This is an **ANTIQUÉ AUTO HILL CLIMB**, therefore modified vehicles other than the F-1M class are not eligible for climb competition. ALL vehicles are to use automotive fuel only.

There will be trophies awarded to First, Second and Third places in each of the Hill Climb Competition Classes. Additional Show Trophies will be awarded for vehicles meeting requirements in Classes A through I-2, including: Best Coupe, Best Sedan, Best Truck, and Overall Best of Show.

Trophies will also be given to the antique car owner who has the most Hard Luck after registration, and

to the one who drove his antique car the farthest to enter. Due to rising costs of operating the Hill Climb, there will be a \$20 entry fee per vehicle for Hill Climb and Show Competition. Advanced registrations, paid in full and received by September 15, 2008, will be \$15 per vehicle. No vehicles will be registered until the entry fee has been paid in full, and the entry forms are completely and legibly filled out and signed by the owner.

**SPECIAL NOTE: ALL SHOW CLASSES WILL BE PARKED IN ASSIGNED AREAS ONLY!!!**

Eligibility for show trophies: all cars must be registered with Hill Climb officials, but will not run the Hill. Those wishing to enter any show competition will display their car in the assigned Show Car area by 11 a.m.

Sunday. Judging will be conducted by a select, nonpartisan committee. Show trophies will be awarded at approximately 3 p.m. Sunday at the Show Registration stand.

**SPECIAL NOTES TO ENTRANTS:**

1. Absolutely no entries will be accepted after 10 a.m. Sunday, October 5, 2008.
2. In order to have time to properly register and class all cars, all entries, even those pre-registered, must report to the Hill Climb office before 10 a.m. Sunday, October 5 to pick up their car number and sign the class sheet. Since we now have so many entrants, the time between 10 and 11 a.m. is used to stage you and your car in proper staging lanes for competition.
3. The first 400 show entries will receive dash plaques and all Hill Climb competitors will receive commemorative pins. Name tags and ribbons will be provided for all car owners.
4. Specifications for Newport Hill Climb record holder: a.) must be 1942 or older vehicle; b.) must be internal combustion engine; c.) must be American-made, stock production vehicle; d.) must have NO modifications and NO penalty points.
5. Discontinued Makes are defined as those brands whose companies ceased production prior to 1970.
6. We need your help! If you have any literature containing cubic inch displacement information, please bring this with you, as it will be of benefit in determining scoring of all vehicles.
7. To keep you and your family entertained throughout the weekend, we have provided a Gigantic Parade, Big Wheel Races, Baby Contest, Gospel Music Jamboree, Flea Markets, Fireworks, a free Street Dance, a big variety of festive cooking and an endless display of beautiful antique and show cars.
8. For information concerning any aspect of the Hill Climb, please call the Hill Climb Office at 765-492-4220.

**All vehicles are to be angle-parked and fire lanes kept clear.**

**All vehicles are to be moved off of the Parade route by 3:30 p.m. Saturday, October 5, 2008**

## NEWPORT ANTIQUE AUTO HILL CLIMB

Newport, Indiana  
October 3,4 & 5 2008

The Newport Lions Club will hold the Newport Antique Auto Hill Climb on Sunday, October 5, 2008. Plans are being made again to host this two-day outing, with trial runs and Car Show being held on Saturday and Sunday, and the official timed runs being made on Sunday, October 5.

### CLASSES FOR THIS YEAR'S TIMED COMPETITION WILL BE AS FOLLOWS:

Class A-1 Steamers (All years)  
Class A-2 1 and 2 cylinder cars through 1915  
Class B 4 and 6 cylinder cars through 1915, except Model T Fords  
Class C-1 4 and 6 cylinder cars 1916 through 1927, except Model T Fords  
Class C-2 8 and 12 cylinder cars 1916 through 1925  
Class D-1 4 and 6 cylinder cars 1928 through 1933, except Fords  
Class D-2 8 and 16 cylinder cars 1926 through 1933  
Class E-1 All makes and models 1934 through 1938 (6 cylinder and under)  
Class E-2 All makes and models 1934 through 1938 (8 cylinder and over) excluding V-8 Fords  
Class E-3 All makes and models 1939 through 1942 (6 cylinder and under)  
Class E-4 All makes and models 1939 through 1942 (8 cylinder and over) excluding V-8 Fords  
Class F-1 Model T Fords 1909 through 1927  
Class F-1M Model T Fords (modified) 1909 through 1927 {stock-block, non-pressurized; stock wheel diameters (30X3 front, 30X3½ rear); stock 99-inch wheel base; Model T frame, planetary 2-speed transmission with reverse, Model T differential; Ruckstell rear axle and Rocky Mountain Brakes acceptable}  
Class F-2 Model A and B Fords, 1928 through 1932 (Stock Only, No Exhibition Runs)  
Class F-3 All V-8 Ford and Mercury cars, 1932 through 1942  
Class G-1 All makes and models of trucks, through 1932, excluding Fords (3/4 ton or less)  
Class G-2A All 4 & 6 cylinder trucks, 1933 through 1942 (3/4 ton or less)  
Class G-2B All 8 cylinder trucks, 1932 through 1942 (3/4 ton or less)  
Class G-3 All makes and models of trucks, through 1932, excluding V-8 Fords (1 ton and up)  
Class G-4 All makes and models of trucks, 1933 through 1942, including V-8 Fords (1 ton and up); T and A Ford trucks will run in passenger car classes.  
Class H-1 6 cylinder and under, 1943-1955, Discontinued Makes - Standard Shift  
Class H-2 8 cylinder 1943-1955, Discontinued Makes - Standard Shift  
Class H-3 6 cylinder and under, 1943-1955, Discontinued Makes - Automatic Shift  
Class H-4 8 cylinder 1943-1955, Discontinued Makes - Automatic Shift  
Class H-5 All Discontinued Makes of Trucks, 1943-1955, over 150 cubic inch displacement.  
Class H-6 All non-U.S. Discontinued Make Cars and Trucks (1943-1955)

NOTE: All non-U.S. Antique Vehicles (1942 & older) will run in regular antique vehicle classes

\*\*\*\*\***The following Discontinued Make classes are exceptions to the above classifications**\*\*\*\*\*

Class I-1 All U.S. cars and trucks, 1929-1955 below 100 cubic inch displacement  
Class I-2 All U.S. cars and trucks, 1943-1955 having 100 to 150 cubic inch displacement

\*\*\*\*\***MOTORCYCLE CLASSES**\*\*\*\*\*

Class —1 Motorcycles, 1935 and older, 125 cubic centimeter displacement and below  
Class —2 Motorcycles, 1935 and older, 126 to 249 cubic centimeter displacement  
Class —3 Motorcycles, 1935 and older, 250 cubic centimeter displacement and above

### **FOR SHOW ONLY - ALL VEHICLES ARE TO BE 1975 MODELS OR OLDER**

Class S-1 All stock cars and trucks through 1942  
Class S-2 Stock Automobiles 1943-1959  
Class S-3 Stock Automobiles 1960-1975  
Class S-4 Street Rods and Customs, pre-1949  
Class S-5A Customs, 1949-59  
Class S-5B Street Machines, 1960-75  
Class S-6 Special Interest Vehicles, 1975 and older  
Class S-7 Stock Trucks, 1943-1956  
Class S-8 Stock Trucks, 1957 to 1975

Office Use Only:

Class: \_\_\_\_\_ Registration Number: \_\_\_\_\_

## 2008 NEWPORT ANTIQUE AUTO HILL CLIMB

### PLEASE PRINT LEGIBLY

CAR OWNERS' NAME: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

E-MAIL ADDRESS: \_\_\_\_\_

#### FOR COMPETITION CARS ONLY:

Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_ Body Style: \_\_\_\_\_

Number of Cylinders: \_\_\_\_\_ Cubic Inch: \_\_\_\_\_ Transmission: Standard/Automatic \_\_\_\_\_

Insurance Company: \_\_\_\_\_ Policy #: \_\_\_\_\_

**FOR SHOW CARS ONLY:** Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_

Body Style: \_\_\_\_\_ Stock [Yes/No] Street Rod [Yes/No] Custom [Yes/No]

**All Competition Cars Are Automatically Registered for Separate Show Classes**

**Entry Fee: \$20; Early Bird Registration {Prior to September 15} \$15**

**Registrations will be accepted until 10 AM Sunday, October 5 with \$20 Entry Fee**

TO WHOM IT MAY CONCERN: With my signature affixed I hereby release the Newport Lions Club, the Town of Newport, Indiana

and the committees in charge of the Newport Antique Auto Hill Climb from any responsibility or liability for any car or its occupants for any

expense I might incur. I agree to abide by the regulations as set forth by the committee and I also recognize that all decisions made by the

committee are and will be final. I authorize the technical Committee to examine my vehicle if challenged.

Signature: \_\_\_\_\_

DATE: \_\_\_\_\_

Please mail or return this form, along with your \$20 entry fee to Hill Climb Office, P.O. Box 398, Newport, IN, 47966 Early Bird

registrations received by September 15 are \$15.

**NOTE: You will not be allowed to make practice runs or display your car until all fees are paid in full and these forms are filled**

**out legibly and signed by the owner of the vehicle.**