

About the 2019 Speedsters Reunion Hill Climb Trials

- The hard surface Hill Climb racecourse we use is approximately 1/10th mile (528ft, 161m) in length from start line to finish line.
- The hill offers a modest incline -- neither too steep nor too flat.
- The staging / start line area is flat. The incline begins about 75 feet beyond the start line, and the finish line is at the crest of the hill.
- We use electronic equipment to measure and record each car's speeds at 1) 60 feet past the start line and 2) at the finish line, along with the elapsed time (e.t.) from start line to finish line. The timing crew will provide the driver a paper printout with times and finish line speed information after each run.
- On race day (Friday, June 21), we plan to begin timed runs up the hill at or around 9:00 AM. Registered Hill Climb competitors may make as many timed runs up the hill as they wish to make during the morning until we break for lunch (which will be provided onsite, and during which the racecourse is closed.) Following the lunch break we will commence with timed runs "for record" (no more than two runs per driver) until all entrants have been offered the opportunity to complete their Record Runs.
 - Morning Hill Climb runs are intended for drivers to get familiar with the racecourse, optimize their car tuning and driving techniques, and offer any exhibition/demonstration rides for non-competing spectators.
 - We will use each driver's two afternoon Record Runs to determine that driver's standings in his/her competition class. Class standings will be based on quickest elapsed time from the two Record Runs.
 - If for any reason a driver can complete only one afternoon Record Run, we will use that elapsed time to determine her/his official class standing. Should a mechanical problem/failure prevent a driver from completing at least one official Record Run, we will consider that driver's last morning "solo" run elapsed time as the Record Run for determining class standing.
 - If a timing equipment problem prevents calculating an elapsed time on any Record Run attempt, officials may offer that driver an additional run.
 - If any one driver will be competing in two different cars, that driver may attempt two Record Runs in each of the two cars. Should two different drivers plan to compete in the same car, each must be separately registered to compete in the Hill Climb, and each may attempt their two Record Runs.
- Only Reunion attendees who have registered to compete in the Hill Climb competition, or are a race official, may drive a car at any time on the racecourse.
- If you have questions, we will try to answer them when you arrive, or you may email or call Rich Johnston at 402-598-2947 (mobile), rsjohnston@speedwaymotors.com .

Hill Climb Rules and Safety Requirements

- All cars to be raced during the Hill Climb event must pass a technical and safety inspection administered by members of the Reunion Hill Climb Technical Committee before being raced. The General and Safety Requirements rules and guidelines we use for conducting these inspections, and our one-page Vehicle Inspection List, are available for viewing or download at www.museumofamericanspeed.com/speedstersreunion.html .
- Our primary schedule for technical and safety inspections of hill climb cars is **Wednesday afternoon, June 19, from 1:00 PM – 5:00 PM**, and will be done in the parking area on the south side of the Museum (not on the north side of the Museum, as in past Reunions.) Completing these required inspections as early as possible will allow the driver or owner to correct any compliance issue(s) that may arise before the Hill Climb competition. We will also have an inspection team available at the Hill Climb site on Friday morning to conduct any inspections not completed on Wednesday.
- During these inspections, either the driver who will compete in the car or the car's owner must be present. Upon passing inspection, one of our team will attach a plate to your car identifying the class in which it will compete and the competition number under which it will run.
- Two of the more common Hill Climb-related questions we receive are regarding the requirements for seat belts and helmets. The two statements below summarize our responses to those questions:
 - Any car that will be raced in the Hill Climb must have seat belts and they must be worn on the track. We will not judge your seat belt(s) installation, but will inspect to confirm they are installed. If you plan to offer any passenger(s) a demo ride up the hill, that person will also need a seat belt.
 - All Hill Climb drivers must wear a helmet when they run up the hill, as will any passenger(s). If you are racing an open car, your helmet must offer full-face protection. If you don't own or forget to bring an appropriate helmet, we will have several helmets in various sizes and configurations at the Hill Climb site that you may borrow for your runs.
- On Wednesday afternoon, we will also offer attendees to weigh their vintage cars either before or after they've been inspected. The four-wheel weigh station will be set up near the Tech Inspections area on the Museum's south side. This is strictly for information and is not a requirement.
- Please feel free to contact us if you have questions about these or any other requirements or recommendations detailed in the Hill Climb Rules.
- The Hill Climb site offers no shade from the sun, so please plan ahead with sunscreen lotion and other sunburn preventive measures, maybe a folding chair(s) and perhaps some mosquito repellent. We will have at least two portable toilets on site (one of which will be handicap accessible), and provide lots of cold bottled water throughout the day.

Thursday's Road Tour

- There are no required pre-inspections for vintage cars that will be driven during the Road Tour on Thursday, June 20. If you do not plan to do the Road Tour with the vintage car you may bring to the Reunion, or if you come without a vintage car, you are welcome to drive the Tour in a modern vehicle, or perhaps ride along on the Tour with a fellow attendee who may have an empty seat or two available.
- We provide the Tour map, which will detail two alternative routes, both originating at the Country Inn & Suites Hotel, and ending at the Museum of American Speed;
 - one route is planned for a relatively stock Model T or similar vintage car that is safely capable of an average 33 MPH on paved two-lane roads, and
 - an alternate route for cars more capable of average speeds of 50+ MPH.
- The two routes are designed so that cars driving either route, at near the planned average speeds for that route, should arrive at each of four planned midpoint stops at roughly the same time, before arriving at the Museum of American Speed for our official Reunion Photo. The four planned stops during the Road Tour are:
 - a mid-morning guided tour of the historic Filley Stone Barn,
 - a buffet lunch in downtown Beatrice,
 - a visit to the Homestead National Monument, and
 - a reception and entertainment in Wilber (the Czech capitol of the world!).