

2023 SPEEDSTERS REUNION HILL CLIMB - RULES

To participate in this year's Speedsters Reunion Hill Climb, you must be registered in the 2023 International Speedsters Trials and Reunion event. The rules and requirements detailed below are drawn primarily from the most recent evolution of the Fast A Speed Technologies (F.A.S.T.) organization's Hill Climb Rules. We intend to continue their original concept for offering hill climbs designed to be fun, sporting events, in the tradition of hill climbs that were popular in the early days of the automobile. As in previous years, this hill climb is for street legal/registered vehicles (except noted). Therefore, dragster style cars, rear-engine cars, multi-tube frames, narrowed axles, etc., are NOT ALLOWED. If it doesn't say you can do it in the rules, YOU CAN'T! If you have any questions, call someone involved in the hill climbs before you build a car or bring one to a hill climb and find you can't run it.

GENERAL REQUIREMENTS & SAFETY

CLASSIFICATION & SAFETY: The Hill Climb Committee must inspect any and all cars for safety and classification before they may be driven in the Hill Climb competition.

SEAT BELTS: All vehicles competing in this hill climb will require seat belts (DOT/SFI approved). Belt requirements will vary according to vehicle classes (common sense dictates the FASTER you go, your safety equipment should be upgraded accordingly). We recommend that open, modified and speedster vehicles use harness equipment in conjunction with belts.

HELMETS: All drivers are required to have adequate head protection (DOT/SFI approved) in all vehicles. Full-face helmets are required in open cars, and are recommended in all others. Eye protection is required for any car with no windshield.

COMPONENTS: All major vehicle components shall be American automotive production items: frames (no multi-tube frames), front axle, rear end, transmission, steering gears, springs and brakes. The exception to this rule is quick-change rear ends in some classes.

THROTTLE LINKAGE: All throttle/carburetor linkage must be designed to operate freely with no binding or sticking. Two throttle return springs are required on non-stock systems, one of which shall be directly on the carb.

WHEELS: * Any metal wheel is permitted, stock or aftermarket, as long as it is in a safe condition.

TIRES: Only street-type tires with DOT markings are allowed. Maximum width of the rear tread may not exceed 7-1/2" per side. Slicks, cheater slicks, or tires with special rubber compounds are NOT ALLOWED. Dual rear wheel configurations are allowed if they were available through the factory for these vehicles; each tire's width cannot exceed 7-1/2".

BRAKES: * All cars must have 4-wheel brakes in good operating order. Any vehicle running in a stock configuration from the factory with only 2-wheel brakes is okay.

SUSPENSION: * Each wheel must be fully sprung and damped with a shock absorber/damper.

FUEL: Pump gasoline only (96 Octane and lower) may be used; no exotic fuels, supplements or nitrous oxide will be allowed. Injectors and/or electronic management systems are not allowed.

SUPERCHARGERS OR TURBOCHARGERS: Are not allowed.

SAFETY ITEMS: We recommend that all cars carry fire extinguishers. We further strongly recommend that cars in Modified, Speedster and Historic classes have adequate roll bars, clutch scatter-shields, seat belts with shoulder harness, and safety hubs on early Ford-style rear ends. Cars with open drive lines must be equipped with a 360-degree metal sling (1/4" X 1" min.) attached securely and mounted in the front 25% of the shaft to prevent dropping or whipping in the event of the Shaft or U-joint breakage. Split rear wishbones will require similar retaining slings.

* Model T's (with T engine, transmission & rear end) are exempted from the metal wheel, shocks and brake rules unless they are quicker than 10 seconds and/or faster than 50 MPH. They must then have "Rocky Mountain" or equal brakes, and metal wheels.

CLASS RULES

STOCK CLASSES: STOCK classes S-1, S-2 and S-3 are for roadworthy cars with completely stock full-fendered production bodies, factory-original engines, transmissions, rear ends, wheels and tires. STOCK Classes T-1 and T-2 are for otherwise stock-class cars with minor performance changes made for enhanced touring capabilities. Safety upgrades are permissible, such as steering and brakes. Safety items per General Requirements & Safety above.

MODIFIED CLASSES: These classes are for basically stock cars or replicas that have been modified for performance and safety, and may include minor custom treatment. A full production body mounted on an original appearing frame is required (no stepping or zee'ing allowed) but the frame may be boxed; body may be chopped and/or channeled, fenders may be removed, aftermarket lights, different year radiator shell and/or other modifications as long as the car remains easily identifiable as a Model T, A or B Ford. Cars competing in these classes must retain seats for the number of passengers the cars were originally designed for, and all structural components (door metal, wood etc.) must be intact. These must be roadworthy cars: no gutted interiors, radically chopped tops or engine set-back. Cars in these classes must be designed, equipped, and able to be driven on the street for an extended period of time; i.e., with full radiator, lights, charging system, etc.

A & B blocks, diamond blocks and/or G-28 blocks will be considered the same in these classes.

Engines must utilize the Model T, A, or B Ford block, but may use any aftermarket cylinder head designed for, or adapted to, the Ford block, and may use any manifold as well as any number and type of carburetor(s). These classes may utilize any automotive production standard-shift transmission and/or rear end, regardless of year. The transmission must be complete with all forward speeds and reverse. Automatic transmissions and quick-change rear ends are allowed in classes M-5 and M-6 only. Overdrives may be utilized (shifted). There will be six MODIFIED classes (M-1 through M-6) each for Model T's, and for Model A's & B's.

SPEEDSTER CLASSES: A Speedster may use any aftermarket speedster body, special-built body or modified production body, mounted on a factory production frame or replacement copy (no multi-tube frames), with wheelbases no shorter than 84". The frame may be boxed, reinforced, zee'd or aligned slightly at the rear to follow body contour, but may not be narrowed. Any body/engine combination not as original (e.g., a T body, powered by an A or B engine) will be classified as a Speedster.

All major components, radiator, engine, trans and seating for two (or more), must remain in a relative stock location, and a full-size gas tank of 8 gallons capacity or more must be used. Cars competing in these SPEEDSTER classes must be designed, equipped, and able to be driven on the street for an extended period of time, i.e., with full radiator, lights, charging system, etc.

Mechanically, speedsters must comply with the rules for STOCK and MODIFIED class cars as spelled out above. Quick-change rear ends and/or automatic transmissions are allowed in classes SP-4 and SP-7.

We strongly recommend that all cars in these classes have roll bars large enough and strong enough to protect the driver in case of roll-over. See General Requirements and Safety section.

There will be eight SPEEDSTER classes: four (SP-1, SP-2, SP-3 and SP-4) for flathead-equipped cars; three (SP-5, SP-6 and SP-7) for OHV-equipped cars; and an Unlimited class (X) for Speedsters not registered or street legal.

HISTORIC CLASS: Other vintage pre-1935 4-cylinder cars (i.e., vintage race cars) that do not fall into any of the above categories, may be allowed to run provided they meet all the safety requirements and sufficient space is available for any special consideration (e.g., tow starts and/or enough shut-off area). Contact the Hill Climb Technical Committee Chairperson to see if you will be allowed to run your car. HISTORIC classed cars are exempt from the 4-wheel brake rule, and are not required to be street legal/registered. **Class designation: H.**

"OTHER" CLASS: For vintage 4-cylinder cars powered by non Ford-built blocks (Chevy, Essex, etc.), and those that do not fall into any of the above classes but meet the safety requirements. Hill climb organizers will make any decisions that may be necessary. Pre-1935 only, 4-cylinder engines only. **Class designation: O**

ANY CAR EXHIBITING ILL-HANDLING TRAITS, IN THE OPINION OF THE TECHNICAL COMMITTEE, WILL BE BARRED FROM FURTHER PARTICIPATION.

Rules cannot be written to cover every situation that may arise, therefore with safety as the prime ruling factor:
ANY DECISION OF THE TECHNICAL COMMITTEE WILL BE FINAL.

F.A.S.T. HILL CLIMB -- CLASSES (Revised 11/20)

Note: These Rules and Classes are changed from the F.A.S.T. 2015 Rules and Classes

MODEL T	<u>STOCK CLASSES</u>	MODELS A & B
T/S-1	Any stock, as original, <u>open body</u> style Model T, A or B (Roadster, Touring, Cabriolet, Roadster Pickup).	A/S-1
T/S-2	Any stock, as original, <u>closed body</u> Model T, A or B style (coupe, sedan, pickup).	A/S-2
T/S-3	Any Commercial, as original, TT, AA, BB truck.	A/S-3
T/T-1	Any <u>open body</u> style, as in S-1, with minor performance changes for touring type of cars. Only T, A or B blocks allowed; engine modifications are limited to a single carburetor of any type, a stock-looking head (no Winfield, etc.), exhaust modifications okay, a stock or replacement battery ignition (no magnetos) and a stock or touring cam. Wheels can be stock Ford, any 16" aftermarket or General Jumbo's. Any manual transmission and/or overdrive is allowed.	A/T-1
T/T-2	Any <u>closed body</u> Model T/ A/B with minor touring performance modifications (same equipment as T-1).	A/T-2
<u>MODIFIED CLASSES</u>		
The Modified classes are for cars with original-style bodies (including replicas; e.g., fiberglass, etc.) and powered by T, A & B blocks which match the car's body model.		
T/M-1	Flathead light, <u>open body</u> cars (Roadster, Touring, Cabriolet and Roadster Pickup).	A/M-1
T/M-2	Flathead heavy, <u>closed body</u> cars (coupe, sedan, pickup).	A/M-2
T/M-3	OHV equipped light, <u>open body</u> (Roadster, Touring, Cabriolet, Roadster Pickup).	A/M-3
T/M-4	OHV equipped heavy, <u>closed body</u> cars (coupe, sedan, pickup).	A/M-4
T/M-5	Flathead-equipped modified cars with automatic transmission and/or quick-change rear end. Any T/A/B block with matching production-style body.	A/M-5
T/M-6	Overhead-equipped modified cars with automatic transmission and/or quick-change rear end. Any T/A/B block with matching production-style body.	A/M-6
<u>SPEEDSTER CLASSES</u>		
All Speedsters are required to have some type of body configuration.		
T/SP-1	Speedster with all-stock Model T, A or B driveline (engine, transmission and rear end).	A/SP-1
T/SP-2	Modified flathead engine with transmission that matches the engine block.	A/SP-2
T/SP-3	Flathead speedster (T, A or B Block) with any manual shift transmission not matching the engine block.	A/SP-3
T/SP-4	Flathead speedster with automatic transmission and/or quick-change rear axle.	A/SP-4
T/SP-5	Overhead powered speedster with transmission and rear axle matching the engine block	A/SP-5
T/SP-6	Overhead powered speedster with manual shift transmission not matching the engine block.	A/SP-6
T/SP-7	Overhead equipment with auto transmission and/or quick-change rear axle.	A/SP-7
T/X	Unlimited Speedsters —any flathead- or OHV-powered Speedster not required to be registered or street legal; must still meet all general requirements and safety.	A/X
<u>ADDITIONAL CLASSES</u>		
FH/H	Historic: Vintage racecars (including replicas), pre-1935 American production engines, 4-cylinder only.	OHV/H
FH/O	Other: 4-cylinder cars powered by pre-1935 non-Ford built blocks.	OHV/O