

F.A.S.T. HILL CLIMB—CLASSES (Revised 3/14)

Effective 1/15

STOCK CLASSES

- S-1** All stock, as original, open body style Model A's plus all coupes, cabriolet's and pickups.
- S-2** All stock, as original, closed body style Model A's, except those listed above in S-1 class.
- S-3** All Commercial, as original, TT, AA, BB trucks.
- ST-1** All body styles as in S-1 with minor changes for **touring** type of cars. Only A or B blocks allowed, 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.
- ST-2** All closed A's, as S-2 above (same equipment as ST-1).
- T-1** All stock, as original, Model T's (Except TT).

MODIFIED CLASSES

The Modified classes must have original style bodies (including replicas; i.e. fiberglass, etc.) and powered by T, A or B blocks as required.

- M-1** Flathead light, S-1 type of cars plus all flathead powered cars.
- M-2** Flathead heavy, closed bodied cars as S-2 with modified flatheads.
- M-3** Overhead valve light, as M-1 only with OHV equipped engine.
- M-4** Overhead valve heavy, as M-2 only with OHV equipment.
- M-5** All flathead modified cars with automatic transmission and/or quick change rear end. Any A/B block with production style body.
- M-6** All Overhead modified cars with automatic transmission and/or quick change rear end. Any A/B block with production style body.
- T-2** Modified flathead Model T's, other than speedsters.
- T-3** Modified OHV Model T's, other than speedsters.

SPEEDSTER CLASSES

All Speedsters are required to have some type of body configuration.

- SP-1** Flathead powered speedsters (A or B Block).
- SP-2** Overhead powered speedsters (A or B Block).
- T-4** Flathead powered speedsters (T Block).
- T-5** Overhead powered speedster (T Block).
- X** Unlimited Speedsters—All Speedsters, flathead or OHV powered, not required to be registered or street legal, must still meet all general requirements and safety.

ADDITIONAL CLASSES

- H** Historic: Vintage race cars (including replicas), pre-1935 American production engines, 4 cylinder only.
- O** All other 4 cylinder cars powered by pre-1935 non-Ford built blocks.

F.A.S.T. HILL CLIMB - RULES (Revised 3/14)

Effective 1/15

In staying with the original concept of *F.A.S.T.*, these hill climbs are also designed to be fun, sporting events, in the tradition of hill climbs that were popular in the early days of the automobile. They are 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 the *F.A.S.T.* office or someone involved in the hill climbs before building a car or bringing one to a hill climb and find you can't run it.

GENERAL REQUIREMENTS & SAFETY

SEAT BELTS: Effective 1/15, all vehicles competing in hill climbs 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). It is recommend that open, modified and speedster vehicles use harness equipment in conjunction with belts.

HELMETS: Effective 1/15, all drivers will be required to have adequate head protection (DOT/SFI approved) in all vehicles. Full face helmets are recommended, but required in open cars.

COMPONENTS: All major 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 will be allowed. Max. 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 available through the factory for these vehicles, each tires 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 are okay.

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

FUEL: Gasoline only, no exotic fuels or nitrous oxide will be allowed. Injectors and/or electronic management systems are not allowed.

SUPERCHARGERS OR TURBOCHARGERS: Are not allowed.

SAFETY ITEMS: It is recommended that all cars carry fire extinguishers. It is further **strongly recommended** 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 shall 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 require a similar retaining sling.

*Model T's (with T engine, trans & rear end) are exempt 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 CLASS: The entire car must be completely stock, factory original engine, transmission, rear end and tires. Safety upgrades are permissible, such as steering and brakes. Safety items per General Requirements & Safety above.

MODIFIED: This class is 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 it 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. The cars in this class must retain seats for the number of passengers the car was 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 this class must be designed, equipped, and be able to be driven on the street for an extended period of time, i.e., 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 any aftermarket cylinder head designed for the Ford block, and any manifold may be used as well as any number and type of carburetor(s). This class may utilize any automotive production standard-shift transmission and/or rear end, regardless of year. Trans must be complete with all forward speeds and reverse. Automatic transmissions and Quick-change rear ends are allowed in M-5 and M-6 only. Over-drives may be utilized (shifted). There will be 8 classes, **M-1 through M-6, T-2 and T-3.**

SPEEDSTER: Any aftermarket speedster body, special built body or modified production body mounted on a factory production frame, or replacement copy (no multi-tube frames), may be used 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 can not be narrowed. Any body/engine not as original (i.e. T body, 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 in this class must be designed, equipped, and be able to be driven on the street for an extended period of time, i.e., full radiator, lights, charging system, etc.

Mechanically, speedsters must comply with the rules for Modified class cars as spelled out above. Quick change rear ends and/or automatic transmissions are allowed in this class.

It is **strongly recommended** for all cars in this class to 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 5 classes, one for flathead cars and one for OHV equipped cars, **SP-1, SP-2, T-4, T-5 and X.**

HISTORIC CARS: Other vintage 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 there is space available for any special consideration (i.e. tow starts and/or enough shut-off area). This can vary from hill site to hill site. Check with the people running each event to see if you will be allowed to run your car. Historic cars are exempt from the 4-wheel brake rule. Pre-1935 only, 4 cylinder engines only, not required to be street legal/registered. Class designation: **H.**

OTHER CARS: For all 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 to 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 TECH 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: THE DECISION OF THE TECH COMMITTEE IS FINAL.