

2021 SPEEDSTER REUNION HILL CLIMB CLASSES

Note: These rules and classes are changed from earlier Speedsters Reunion Hill Climbs

MODEL T	STOCK CLASSES	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
MODIFIED CLASSES		
The Modified classes are for cars with original-style bodies (including replicas; e.g., fiberglass, etc.) 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
SPEEDSTER CLASSES		
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
ADDITIONAL CLASSES		
FH/H	Historic: Vintage race cars (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