

Santa Clara Valley Model T Ford Club Speedster Build Guidelines

2017 Reunion Run Edition



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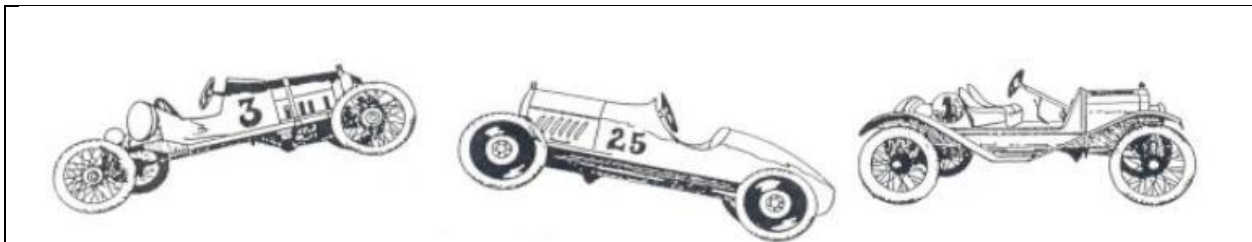
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1. 2017 Reunion Run

Model T Speedsters are subject to the Santa Clara Valley Model T Club Speedster Build Guidelines but some of the stringent requirements have been **relaxed for this Reunion Run**. Specific areas are: Post 1927 drum and disc hydraulic brakes are permitted. Downdraft carburetors are permitted. Sherman heads are permitted. Alternators are permitted. Cog belt distributors are permitted. All other requirements of the Speedster Build Guidelines remain in effect.

2. Body

Acceptable speedsters need to have a body style similar to or a combination of the types shown below and must be no more than a two-person vehicle. A one-person racer is the only other option.



- A. Doors: Homemade bodies may be created with doors, but factory manufactured bodies cannot have doors - even if the manufacturer refers to the body as a "speedster body." Authentic aftermarket speedster bodies with doors are allowed.
- A. Body Materials: Steel, wood, aluminum, canvas or cloth are the more commonly accepted types of body materials. If you need to use fiberglass, no more than 35% of the body can be fiberglass.
- B. Stock Ford Body Parts: The only stock Ford body parts allowed on a Model T speedster are the radiator shell, hood, firewall, fenders, running boards and aprons.
- C. Raw Metal Body Edges: All raw metal edges surrounding the driver/passenger compartment must be protected with suitable edging. There are a variety of ways to do this, but protection against the raw edges is crucial.
- D. Securing Body to Chassis: Body should be securely bolted to the chassis in a minimum of four places.
- E. Firewall: A firewall is mandatory on all cars. A firewall is a piece of wood or metal separating the engine compartment from the cockpit (driver/mechanic compartment.) Due to differing body styles and design, engine types, (overhead valve or flathead) firewalls will also differ. For safety reasons, we require a firewall that, at a minimum, covers from the top of the hood former down to just past the top of the block and from side to side of the body. If the firewall has been cut out for the back of the engine clearance, and the upper part of the engine can be seen from the cockpit, this upper part of the engine needs to be covered. Something as simple as a piece of tin formed and attached to the cockpit side of the firewall will suffice. Gaps or open areas around the lower part of the engine, allowing the engine compartment to be seen from the cockpit are not seen as a concern.

- F. Hood: A Hood is required. Full hoods are recommended; half hood is acceptable. Hood must be held down securely. Two leather straps are the most common solution, but you may use era correct hood latches also.
- G. Glass: Safety glass is highly recommended, Plate glass is not allowed for windscreens, but is acceptable for headlight and tail light lenses.
- H. Hand holds/foot rests: Hand holds/foot rests are very much suggested, but not mandatory. Typically hand holds are attached to the dash, built into the cowl or placed somewhere behind the driver's seat (for the mechanic's hand grip- left or right depending on the design of the car). Hand holds offer the mechanic some degree of confidence and comfort. Foot rests typically are mounted on the floorboards and offer a more specific place for the mechanic to place (or brace) his or her feet.
- I. Seats: Authentic wrap around style seat(s) must have outside walls high enough and strong enough to hold occupants in place. An angle bracket inside the seats on both outer edges to stiffen the side wall is recommended. Seat frame(s) must be bolted to the body, chassis or frame. Hinged seats must be bolted down for safety. As with the body, please protect the raw metal seat edges with suitable edging.
- J. Gas tank: A stock tank, a new reproduction speedster style tank, a drum tank, or a barrel tank that gives the look of an Era tank is acceptable. Tank must be securely mounted. A shut off valve is recommended.
- K. Headlamps: Sealed beam headlamps are not allowed.

3. Chassis

- A. Frame: Frame may be homemade as long as it replicates the look, style and structure of the 1927 or earlier model year car.
- B. Chassis Modifications: Any modifications to the stock chassis must be equal or superior to the original parts in strength and durability.
- C. Swivel Connections: Modern swivel/ball joint connections (Heim joints) are allowed but must not be visible. Wrap in leather. Model A tie rod ends are acceptable, as are any other pre-1927 swivel joint or swivel connection.
- D. Shock Absorbers: Era style friction, coil spring, air or straps etc. are okay. Tube type shocks are not allowed.
- E. Steering Mechanism: Must be safe and properly adjusted so that any movement of the steering wheel exceeding 3 inches must actually be turning the wheels.
- F. Steering boxes: Era stock or aftermarket boxes are allowed. Some newer steering boxes that look like era boxes are allowed. Examples; 1930 & 31 Model A Ford steering boxes and shafts are allowed, but not the steering columns. The same goes for VW steering boxes and columns.
- G. Steering stabilizers: Tube type not allowed.
- H. Steering column mounting: Steering column must be attached in at least two places. Typically, the two mounting points are the frame and firewall. On Ford cars, the frame mount is via the lower steering shaft mounting bracket. On non-Ford cars, the steering gear box generally mounts to the frame with the steering column/shaft attached to the box. Ford cars using a non-stock steering gear box, the box should mount to the frame also. For all speedsters, the second mounting point typically will be the firewall with the dashboard as an alternate.

4. Wheels

Wheels and tires must be of the 1900-1927 era. Stock wood, wire or steel spoke and disc wheels etc. are acceptable, as well as 21 inch Model A Ford wheels. Any wheels smaller than 20 inches requires era documentation.



5. Engine

- A. Block: Any model year 1927 or earlier block allowed.
- B. Crankshaft: No restrictions.
- C. Camshaft: No restrictions.
- D. Cylinder head: Must be 1927 model year or earlier. Can be OEM, aftermarket stock, aftermarket speed part, modern reproduction of an era part, or homemade. All heads must have an era look and style about them 1927 model year or before. Examples of acceptable heads: Rajo, Frontenac, Roof, Ricardo, Haibe Hi Power, "Z" head, Lizard Speed head, Laurel, early Chevy OHV (installed on a Ford or other make engine.) This list is just a few examples FYI, and is far from being complete or final. No modern OHV heads allowed, example-Ford Pinto.
- E. Carburetor(s): One or more updraft or sidedraft carburetors are allowed. Most updraft carburetors we have looked at, even those knowingly made after our era, have enough of an era look to be allowed. This possibly includes some sidedraft carburetors used on modern industrial engines. Motorcycle carburetors with an era look are also allowed. If you are using SU carburetors you must provide documentation that they are off an era car. No downdraft carburetors allowed unless you have documented proof that the carburetor in question was manufactured year model 1927 or before.
- F. Fuel pumps: Hand operated air pressure pumps are recommended but electric fuel pumps are allowed, and should be hidden and not visible from outside the car.
- G. Intake manifold: Side or updraft manifold only. No downdraft manifolds.
- H. Exhaust manifold: Stock is fine, a header is typical. Exhaust pipe(s) must be secured to the body or frame in at least one place.
- I. Charging/electrical system: Generators only, no alternators allowed. 6,8,12 Volt /DC allowed.
- J. Ignition: Must be 1927 model year or earlier. Stock, aftermarket distributors or magnetos allowed. Belt drive (cog belt) distributors not allowed. Chain or gear drive is okay.
- K. Cooling system: Modern core radiators, water pumps on Ford cars, allowed. Fans must be engine driven. No electric cooling fans.
- L. Starter solenoids: Allowed, but should be mounted out of view.

M. Fire extinguisher: A modern functioning fire extinguisher is required. Must be within the confines of the speedster body. It does not have to be mounted on or in the body.

6. Transmission

Stock, era aftermarket/accessory, and modern reproduction of era transmissions are allowed. Modern transmissions and overdrives in Ford cars are not allowed. Non-Ford cars are allowed to use modern overdrive transmissions, because there are not many options available for them in the way of rear end gear ratios.



These are a few of the acceptable aftermarket transmissions for the Model T speedsters. There are others such as Rocky Mountain, Jumbo Giant etc. Most of these companies made their transmissions for cars and trucks. The truck ones are typically larger and have a block-off plate for a PTO. These transmissions can be used for cars. Some transmissions have specific adapters, so if you buy a transmission from someone, make sure you're getting the special adapters or universals so that it can be installed.

Special Note: For Model T Fords equipped with accessory transmissions that have a true neutral, we strongly recommend that the car be equipped with accessory rear wheel brakes such as AC, Rocky Mountain, Master, etc.

7. Brakes

Brake system must be 1927 model year or earlier. The use of hydraulic brakes are allowed provided they are either period correct aftermarket versions or from a donor car that was in production during the 1927 model year or earlier. The use of modern disc or any other modern type of braking system is not allowed.