TIME TRAVELER GASSERS, LLC.

d/b/a

SOUTHEAST GASSERS – A/Gas Rules

A few words from our Attorney…

These rules are solely for the purpose of obtaining certain stylistic qualities associated with drag racing in the late 1950's and early 1960's. These rules are NOT safety rules. Compliance with these rules is not intended to ensure that your automobile meets any safety standards, is safe to drive or race, or otherwise fit for any purpose. All roll cage and other safety concerns shall be your individual responsibility. Since most participating tracks recognize NHRA and IHRA standards, you may want to consider compliance with rules established and periodically updated by NHRA and IHRA. Time Traveler Gassers, LLC d/b/a Southeast Gassers ("SEGA") makes no representations or warranties about any rule or regulation that it may formulate as providing any assurances regarding health or safety, and likewise makes no warranty or representation that compliance with the rules and specifications formulated by NHRA or IHRA ensure the safety of your automobile. If you participate in any event sponsored by SEGA or held with the permission of SEGA, you are doing so at your own risk, and your participation is completely voluntary. While SEGA encourages you to ensure your participating automobile complies with the safety rules and specifications formulated from time to time by NHRA and IHRA and each track's individual safety rules and regulations, once again, SEGA in no way assumes any responsibility for any injury or death to you or any third party or property damage related to or arising out of participation in an SEGA sponsored event or compliance with these rules.

2019 RULES

Introduction

Yearly membership dues are $100. These are due by March 1, or when your name is placed on the SEGA mailing list.

These rules have been set in place in order to control the appearance of participating cars. We are striving for the look of a 1967 era drag car. The cars must represent a 1967 era appearance, both on and off the track. These rules will apply to the body, wheels/tires, chassis/suspension, interior and the engine compartment. In order to run with the Southeast Gassers, at a Southeast Gassers booked event, your car must be approved through the group. You must email detailed photos and information of your car to Quain Stott at quainhstott@gmail.com or call 828-863-1201.

NO entries accepted at the track. All gassers must be pre-entered and pre-approved prior to any event.

If you intend to run with Southeast Gassers, please make any inquiries before building a car or buying any parts. This will save both time and money.

The Grandfather rule is in place to honor the racers that have supported us from the start. New rules would have prevented them from continuing to run with the group. We have grandfathered these racers in for the 2019 season. (See Grandfathered Section)

Some of the cars within the Southeast Gassers group are actual gassers built in the 1960's era. One of our main goals is to keep these cars competitive. These cars are the very reason we started this group. The acceptance of modern parts (coil over shocks, long wheelie bars, 4 link suspension, low riding cars, etc.) will cause the original cars to be noncompetitive and thus force them into changing their original cars in order to become competitive. The bottom line is this, we change or build our cars to mimic theirs, not force them into changing theirs to compete with us.

We understand that some of the original cars running today still do not fit with in our rule guidelines, but a line had to be drawn on the rules. One example is our "no automatic rule". If automatics were allowed, the stick cars would

not be competitive today. The group had to make a choice and we chose the manual transmissions. This was due to the overwhelming response we received from the fans on the excitement brought by the stick cars.

We reserve the right to make rule changes at any point during the race season if needed. If rule changes are deemed necessary, they will most likely become stricter.

Body / Exterior Appearance

Every car must only have the A/G or A/Gas designation on the car. It cannot say any other class designation anywhere on the car.

Closed full body styled production cars 1967 or earlier. No open or altered body styles. All cars must have a top/roof.

Chop tops must be approved. Only exceptions MAY be a real old car and depends on model. Any car or truck with a severely laid back windshield post will NOT be allowed.

No website (.com) lettered on the car. This could be open for discussion if major sponsorship

No big letters on the front or rear window. Not even a sponsor.(Doesn't apply to number or class)

Fiberglass fenders, doors, hood, and deck lids are allowed just as they were in the 1960's. Race weight panels are allowed.

Trucks must be full bodied / cab, bed, hood and fenders 1966 or earlier.

Mustang must be 1966 model and earlier.

No Camaros – Any model year.

No V8 Corvairs

No Opels

The only aftermarket fiber glass bodies allowed will be 1933-1941 willys

The rear quarter panels and taillight panel of any Corvette must be original GM, or an identical stock replacement.

Body panels must have stock appearance.

No bolted or riveted in windows must have the factory look. (If bolted or riveted in they must have the factory type rubber or chrome glued on to hide the bolts.)

No narrowed or pro street type rear ends. Rear end housing can be narrowed to fit the body but the tire cannot be inside of the quarter panel more than 1/2" as measured from the widest bulge of the tire. Applying a radius to your rear quarter panels will be allowed and encouraged for better tire clearance. We would rather see the radius of the wheel openings. If you are not going to radius the quarter, the rear tire cannot be more than 1/2" from the outside of the widest part of the tire to the inside of the quarter panel. This rule is to avoid the Pro-Street look! Non-radiused rear wheel wells must run maximum 8.5" wheel and maximum 9.5" tire as measured across the tread, unless at least 5" of the tire is showing between the top of rim and the quarter panel, then it is ok to run up to 11.5" tire and 10" wheel. Exceptions see Grandfathered section.

Headlight lens must be present and in stock location. They do not have to work, but must be there for looks.

Front mounted gas tank can be no lower than 18" at its lowest point

Front bumper is optional.

Stock rear bumper is optional but, if removed it must be replaced with an era correct push bar or a short piece of tubing. Replacement bumper cannot hang back more than 6" past the original body. This will be strictly enforced!

Removing lower valance panel on the front end in most cases is OK, but must be approved through the group. Car must not have low front body stance, front spoiler, appear "wedged" or aero. See dimensions below:

All cars with 94" or longer wheelbase must have at least 12" of clearance from the ground to the rocker panel or the lowest part of the body behind the front wheel. (This does not include the turned down lip on the rocker just the main rocker)

All cars with 94" or longer wheelbase must have 11" clearance from the ground to the rocker panel or the lowest part of the body just in front of the rear tires.

All cars with a wheelbase shorter than 94" are allowed 11" clearance at the front of the rocker panel.

All cars with a wheelbase shorter than 94" are allowed 10" clearance at the rear from the ground to the rocker panel or the lowest part of the body just in front of the rear tires.

On cars with removable rear fenders, the rear fender mounting location can not be moved from the factory location. This will limit ride height at the rockers to higher than normally legal height. (A model Ford for example will be about 18" from the rocker to the ground in order for the rear fender to have any clearance on the tire) As we aren't certain of how the ride height will work out on every car ever made with removable rear fenders, ride height on these cars will be limited by either: the rear fender to tire clearance, or the normal SEGA rules for rocker panel to ground for the given wheelbase of the car, whichever comes first. The rear fenders are allowed to be radiused but no other modifications to gain more tire clearance are legal. No more than 1" (over a 5ft span) of downhill rake is allowed.

If the Chevy 2 epidemic within the SEGA continues to get worse, all Chevy 2 will have a 1" increase in ride height, both front and rear, over the other cars of the same wheelbase.

Front axles on cars may be staggered up to 1" total side to side

Wheelbase may be altered 1" per wheel. Wheel can only be moved 1" from original wheel opening. Example: Front wheels can go forward 1" and rear can go back 1" for a total of 2" or they both can go forward and back by 1" This rule is here as a buffer to allow for mistakes, not for you to alter the wheelbase. There will be zero exceptions for cars not falling within these margins.

No wings or air dams

Hoods may not have recessed hood scoops

No way forward mounted hood scoops (send pics for approval if you have a question)

No "blacked out" chrome unless it came from the factory that way (Dont rattle can your bumper or window trim black because its to much trouble to polish or clean it up, if you must, silver paint is ok)

No Pro stock/snorkel style hood scoops (scoops must have the look of the 1960s)

No blower style scoops

Scoops must be mounted to the hood not the carbs

No modern graphics. Must be hand lettered with paint. No Air brushing. Car names need to be something that suits the 1960's.

No flame paint jobs

No driveshafts over 4” in diameter are legal (anything other than steel must be painted)

Trucks must have the tailgate up during competition.

All cars must use the original style door hinges if they were the exposed type from the factory

All cars must have the original style outside door handle.

No holes cut in the side windows, all cars currently running a setup like this and racing with the SEGA will have a grace period

Decals must have the look of the 1960’s. If modern companies are sponsoring your car their decals must be designed to have the 1960’s look. (See Exceptions)

Car names must be something that fits the 1960's era. Remember we are re-enacting the 60's not looking back at them

Wheels and Tires

Early to mid-1960’s era wheels or exact replica. (Steel, aluminum slots, Magnesium, etc.) If you chose to run wheels made in the 1960’s, you should first have it checked for cracks. Some of the current replicas are not close enough to be considered legal for the group. See photos on examples pages. Send pics to Quain if not sure.

No rear wheels wider than 10"

No rear tires wider than 11.5” – No taller than 30” (Tires will be measured with measuring tape and will not be based on what is printed / molded on the tire)

No spindle mount front wheels

Non-radiused rear wheel wells must run maximum 8.5” wheel and maximum 9.5” tire as measured across the tread. (Refer to body and exterior section)Exceptions see Grandfathered section.

Up to 9.5” radial rear tire allowed.

No billet or spun aluminum wheels

No Rally style wheels

All front wheel width 5” maximum.

All front tire width 5” maximum as measured on tread.

Front tires must have the old bias ply look. No straight tread front tires. No modern looking front tires. We recommend the Moroso Drag Special (part number 17050) front tire as it is speed rated, you can find it on summit racing here: https://www.summitracing.com/parts/mor-17050

No white or colored lettering on tires. Must be removed from the inside as well.

Front wheels in the air on launch. If your car goes 6.50 or better in the 1/8 mile, the front tires must be at least 15 inches off the ground on the launch or on gear change. This will be enforced in 2019. Cars with 94” or shorter wheelbase only must be 12” or higher.

Interior / Appearance

Interior must be 1960's era style. No modern high back seats, etc.

Must be era correct gauges and tachometers- this means no Jegs, summit, pro-comp or similar gauges.

Left or right hand steer only, no center steer car will be allowed.

Steering wheel must be on when car is in the pits.

Must have 2 seats, this isn't a new rule but seems its being overlooked

Only black, gray, olive green (military green), or tan seatbelts allowed

Shift lights are allowed, but please keep them hidden from view when looking into the car's interior.

Shifter - The part of the shifter that is seen inside the car (the handle and lever) must look era correct. None of the billet long style handle. Long makes a legal handle for their inline shifter (See picture)

No billet aluminum shift knobs

Hurst style T handle knob is legal

Keep deck lid closed while in the pits if modern fuel cell or battery are contained within the trunk area

No switches mounted to the steering wheel

Electronics, Driver Aids, and Underhood

*See chassis and suspension for engine set back and height

Engine diaper required for 2019 in all classes. They must be black or silver.

No antifreeze in any race car on the track.

No 4 port style injection, only stack mechanical injection and early Chevy factory mechanical injection is legal

No external oil pump unless it's factory style.

External appearance of the engine must look like 1967 or earlier

No alcohol, e85, Q16, vp113, or special additives. Gasoline only.

No super charged engines (all engines must be normally aspirated.)

No sheet metal intakes.

No wrapped headers

Zoomies must exit straight out, they may not have turn ups at the end

No crank trigger.

No dominator carburetor.

Valve covers must be stamped steel or cast aluminum (or magnesium) and be either original 60's equipment or exact reproductions. No billet engine covers, breathers, valve covers, etc. Cast aluminum valve cover spacers are legal.

No Nitrous Oxide or N2O parts allowed on the car.

No Crankcase vacuum pump (header crankcase vacuum is permitted). Two total.

No Dry Sump Oil Systems.

No RACE PAK computers are to be in the cars on Friday or Saturday of a race weekend.

MSD box will be allowed. Must hide MSD boxes so the engine compartment will look era correct.

No switch of any kind that can be activated by the clutch or gas pedal

No type of throttle control. This includes any type of detent or anything else that will hold the trottle in a given position other than a stop for wide open.

Shift lights are legal but must be hidden (refer to interior section)

Rev limiters allowed for engine protection only. Not for launching or shifting the car. Cannot hit the rev limiter on a normal run. Hitting it during may be grounds for disqualification! In other words, cars are not allowed to hit the rev limiter on any shift or any other time unless a shift is missed, this also includes the burnout.

No red distributor caps. Must be painted black. Unless it is of 1960's era (Burgundy Mag Cap)

Braided fuel lines and anodized fuel fittings should be painted black to retain the era correct look. Modern fuel pressure regulators and other modern looking components need to be hidden or camouflaged to meet the spirit of the class.

No Electronics (this includes but not limited to: two steps Delay Boxes, Air Fuel Gauge, Throttle Stops, Crossover Boxes, Data Recorders, Traction Control Systems, Infrared starting line systems, Air Shifters, play back tach etc.)

Aluminum radiators are allowed but must be painted unless it's an exact replica of the very rare ones made in the 1960's. No plastic tank radiators allowed.

Open headers only. Mufflers are not allowed. Headers must exit toward the rear of car (or out the side behind front wheel)

Battery cannot be forward of firewall unless the original firewall and battery mount are in the factory location.

Water pumps -

Homemade electric water pump drives or the only acceptable commercial electric water pump - The "Moroso 63750" pump motor that uses the stock pump. No modern electric engine mounted water pumps (i.e. CSR, Deadenbear, Meziere, Jegs, etc)

Remote water pumps if not era correct, must be out-of plain site.

Basic Engine Rules

2,200 lbs minimum weight for A/G

A Gas 6 lb per cubic inch

Weight breaks for Fuel injection or Iron heads, etc can allow car to be under the minimum. (i.e. fuel injected 366 ci engine with iron heads could be as light as 1950 lbs in A/G)

Please note the weight to cubic inch rule does NOT apply unless you run 5.799 or quicker. Until you run 5.799 weight is not a factor.

Aluminum blocks are allowed.

Buick, Pontaic, Olds, Ford FE, Y block ford, flathead, and Chevrolet W head engines will receive a 1/2 lb per cubic inch weight break. Other obscure engines will most likely receive this weight break as well, so inquire if you plan to

run an odd combination. Aftermarket heads and blocks will receive this break as long as the architecture is the same as original for these combinations.

Weight will be added to any dominant combination.

50 lb weight break will be given to any combination running cast iron heads

200 lb weight break will be given to any combination running mechanical fuel injection

All engines must have factory bore spacing

No canted valve small block heads, except small block ford cleveland head.

Stock configuration intake and valve covers must fit on every engine with the exception of a cast aluminum spacer under valve cover to clear rockers, unless noted otherwise below.

No external oiling allowed (No oil line going into the valve cover).

All Big Block combinations can go shorter than stock stroke, but will weigh 6.75lb per cubic inch

All big block combinations with stock stroke or longer will weigh 5.75 lb per cubic inch. 392 hemi will be viewed as a big block.

Small Block Chevy

Must be 23 degree valve angle heads.

Angle milling is allowed. NOT TO GO LESS THAN 21 DEGREE VALVE ANGLE.

Maximum allowed intake runner/port floor height allowed is .550" from the deck of the block. (This will be measured in the intake port , this rule is here to prevent someone from cutting an extreme angle on the front face of the port so ruling will be left up to SEGA tech official)

Minimum deck height- 8.850"

No Aurora blocks

No Pro stock style blocks

3/8" max spacer allowed for intake port alignment, No external welding on intake if 3/8 Spacer used

Big Block Chevy

Minimum valve angle 22 degrees

5.75Lb per cubic inch for any big block with: 3.750" or longer stroke

6.75lb per cubic inch for any big block with: 3.749" or shorter stroke

Max bore size for all BBC is 4.600"

Maximum valve size - 2.350.

Big block Chevrolet max port floor height .650" from the deck

No symetrical BBC ports

No intake adapter plates allowed except to adapt a tall deck big block to a standard deck intake. When using an oval port head, 3/16" spacer is allowed (as of 3/12/19 we are continuing to research this)

Small Block Ford

Windsor and Cleveland heads have different rules as follows:

Ford Windsor Head

Heads must be factory 20 degree valve angle.

No angle milling allowed.

Maximum intake runner/port floor height allowed is .600" from the deck of the block. (This will be measured in the intake port , this rule is here to prevent someone from cutting an extreme angle on the front face of the port so ruling will be left up to SEGA tech official)

Can use spacer to adapt 8.2 deck tunnel ram to 9.2/9.5 deck block, or 9.2 intake to 9.5 deck block

Intake cannot be cut in half and widened

Ford Cleveland/Boss 302 Head

Must be factory valve angle

All cast iron heads are legal

CHI4V and SCM 4v Aluminum heads will be the only aluminum 4v Cleveland head allowed, without prior approval.

Aluminum 2v heads will be allowed pending pictures from the owner for approval.

NO 3v head is legal

No angle milling allowed.

High Port exhaust plates are legal.

351c/Boss 302 iron heads are allowed to be filled on the floors, but the walls and roof must remain as cast by Ford (porting to clean up casting is ok, but you can't change the overall design of the port)

Cleveland 4v aluminum heads max floor height .600"

Spacers are allowed to adapt 9.2 deck intake to 9.5 deck block

Big Block Ford 385 series

2.35" max valve size

Any stroke 3.59" or longer will fall into 5.5 lb per cubic inch category

Any stroke 3.589" and under will weigh 6.75lb per cubic inch

P-51 heads are legal

SR-71 heads are illegal (based on further research this head was deemed too exotic

AFR Heads are legal

385 series max port floor height .650" from the deck

NO other aftermarket heads are legal, including the "A" style head, Ex 514, etc

It does not hurt to inquire about the legality of a given head, but we intend on the AFR or P-51 being the best heads allowed

Ford FE

Any ford FE running shorter than factory stroke must weigh 6.75lb per cubic inch

SOHC engine must be minimum 3.75" stroke.

Hemi

Stock stoke or longer will weigh 5.75lb per cubic inch

Shorter than stock stroke must weigh 6.75Lb per cubic inch

Stock valve angle only

2.25" maximum valve size

All iron heads are legal

Hot Heads aluminum heads are legal

If building a 426 style hemi inquire about legal head options before buying anything

Big Block Mopar

5.75 lb per cubic inch

15 degree minimum valve angle

Max valve size 2.25" for B and RB engines

"B" engine rules :

Minimum stroke 3.37"

440 source stealth and super stealth heads are legal

Indy and Edelbrock Victor heads are NOT legal

"RB" engine rules:

Minimum stroke 3.75"

If you wish to run shorter than these minimums listed you must weigh 6.75 lb per cubic inch

** All Mopar Engines, any head is legal as long as the factory bolt pattern and port layout is retained.** This means that a stock intake and valve cover will fit without external modification.

We repeat again, any dominant engine combination will have weight added to keep a level playing field

These rules are in place in order to provide most any combination of 60's or previous era engine and car a level playing field in a weight per cubic inch scenario. We have tried our absolute best to achieve this but realize there could be a dominant combination that arises that needs to be reeled in.

If any combination dominates, that combinations weight to cubic inch will be adjusted. Sorry but this will apply to every car that has the combination in question.

Legal engine blocks exterior styles:

- Dodge small block engine's 273, 318, 340, 360, 408,
- Dodge big blocks 361, 383, 400, 413, 426, 440, 392 and 426 hemi.
- Ford engine's 289, 302, 351 - Windsor 351, 400 - Cleveland, 429, 460, - 385 series FE, and "Y" block.
- Small block Chevy must be the old style
- Big block Chevy must be the old style
- Chevy 348 and 409 "W" block
- Any pre 1985 style Olds, Pontiac, Buick, or Cadillac engine.

If your engine block "STYLE" is not on the list above. (Email - Quain Stott at quainstott@live.com or call 828-863-1201)

Intakes & Carburetors

Old school intakes that are cast to where the complete plenum can be removed will get a 50 lb weight break.

The shoe box and cross ram that was made in late 1960's will get the 50 lbs weight break even though the plenum cannot be completely removed.

All carburetors must be mounted inline

Old school style carburetor(s) must be used. Example, old style Holley's with the right gold color (Model # 4150 - 4160 - 4010 - 4011). AFB, Quadrajet, Rochester, Stromberg, or any other period carburetor. We could be forgetting some so ask if your carburetor is not listed here. This means no colored anodizing, the carburetor must look as it would have in the 1960's. None of the new style carbs that is a copy of a Holley.

Any single carb intake (dual plane, single plane) must be closed off under the plenum (You must not be able to look from the front and see through the back of the intake or from side to side to get the 50lb break. The only exception to this will be the early Edelbrock Tarantula and Scorpion intakes. Other intakes that will receive the weight break is the Torker or Streetmaster, almost all dual plane intakes, etc…

Intakes that use three 2 barrel carbs, or 2 four barrel carbs that are low rise will receive the 50lb break

Any internal intake manifold modification can be performed but must stay internal with the following exceptions:

1. Welding and small changes for carburetors to fit or be turned straight.
2. The extreme top can be modified to accept more than 2 carbs. Drawing must be submitted for approval.
3. Outside top of the port at the head can be welded for gasket seal where the runner has been raised no more than 1.5" up from the head. This modification is not allowed if adapter plates or spacer over a .250" are used between the head and the intake. .375" inch maximum allowed spacer/adapter thickness allowed for small block chevy.
4. Intake adapter plates are only accepted if no other options are available to mate your intake to heads. Examples: 8.2 deck sbf tunnel ram on 9.2 or 9.5 deck block, or small block chevy with raised ports may need thin plates to adapt heads to intake. Adapters will only be allowed on approval on an as needed basis, but not in attempts to gain extra horsepower. If adapter plates over .250"are used, no external welding on the manifold in the area above the head.

Tunnel Ram Dual carbs must be in line (No sideways carbs).

Dual carbs CAN have the center hung float bowls.

Single carb CAN use center hung float bowls.

Cross Ram CAN use center hung float bowls

Single Carb must have a scoop if sticking through the hood.

Scoop must be mounted to the hood, not the carburetor.

No dominator style carburetor.

Intake tops can be swapped from intake to intake if they are a direct bolt on

Transmission/Clutch

All cars must have a clutch and straight drive transmission (See Grandfathered section) You must use the clutch to shift. Clutch-less shifts are not allowed and will be vigorously enforced and may include suspension from competition.

Clutch pedal must go all the way to a positive stop on the shifts. Engine must be broke loose from the transmission on the shifts. Front wheels must touch the ground during the shift. External cameras as well as in-car cameras will be used if it is suspected a car is not using the clutch to shift. Not allowing a camera in the car or tampering with an official camera is grounds for disqualification.

See interior rules for shifter handle/knob rules.

Inline, H pattern, and column shifters are legal

Single disc clutch only. Multi-disc clutch is not allowed.

Chassis / Suspension

No coil over shocks (See Grandfathered section) Double adjustable shocks OK but must be painted to look like an old shock (no billet look) If the shock is from a coil over we request that the threads be removed.

Must have a straight or dropped axle front suspension.

No rack and pinion steering

No sheet metal rear end housing. Must be made from production car housing. (See Accepted Rear end housings)

No stock 9" ford third members unless they are nodular, this is to prevent track oil downs, as several cars have already proven a factory third member will not hold

No aluminum third members other than Moser, Strange, or Mark Williams. This is to prevent oil downs, Call if you find another quality third member that you would like to run

No round tube chassis

Chassis can be fabricated from boxed or rectangle tubing and must be in the general area of the original. This cannot be small tubing braced up like a double rail pro car.

No A Frame or Strut type front end

No 4 Link rear suspension.

Cal Trac traction bars are not legal

No wishbone type sway bars.

No diagonal link sway bars, must be pan hard or watts link.

No anti roll bars hooked to the rear end housing.

Chassis may only be 1 1/2" below rocker panel unless it's the stock chassis in the stock location.

Ladder bars or traction bars front pivot point cannot be located forward of the rear of engine block.

Max engine set back is 10% of wheelbase at #1 spark plug. Engine set back rule is 13.5% on any car that had the grill over the front axle (example 1932 Ford).

Rear brace on housing is legal but don't get carried away. If you are going to brace the housing, call Quain for approval first. Pictures or drawings will be necessary for approval.

No coil spring on front axle. Must be some sort of leaf spring

Coil spring cars must be at least 4" diameter (Coil springs are legal on rear only)

Crankshaft centerline height minimum 16.5" for all cars

Add on weight cannot hang more than 3" below chassis at the point where it's mounted, unless it is hidden inside a suspension component

Any added chassis bracing that would take away from the era correct look must be approved during the build.

Must have 4 wheel brakes.

No solid suspensions. Must have 4 working shocks.

Axles must be replica of something from the 60s or prior. No jeep axles or modern truck axles.

Steering box must be mounted to the frame rail. It cannot be mounted to the axle or anywhere else

Wheelie Bars

Wheelie bar must have the 1960's era look not something that came from a mail order catalog. (See accepted wheelie bars)

No round bottom bars, this should be made of aluminum or steel plate

Wheelie bar wheels must be under bottom plate not behind it. Bottom bar cannot be round tubing.

No X or V bar between wheelie bars allowed. Only a single bar between wheelie bar wheels will be allowed.

Wheelie bars must be 2 wheels, and at least 16" apart, and centered from side to side

No visible springs on wheelie bars unless it's the era correct type mounted to the bumper. If you must have springs they must be at the top of the bar and not visible. Some of the old bars that hooked to the bumper had a round bar to stabilize but that's a different set up and is ok.

No long wheelie bars. Maximum length if hooked to the housing is 44" from the center of the housing to the center of the bolt.

If wheelie bars are hooked to the body, the diameter of the wheel plus 6" is allowed to hang behind the back of the body.

Request

Try to hide charging plugs and master kill switches. The kill switch can be mounted inside the trunk area with a small rod to the outside to shut it off. This not only helps enforce the 60's look on the rear of the car, but it is a safer method as well. Also please keep trunk closed or down to hide modern batteries and/or fuel cells

Era correct long ladder bars at least 42" long (if you are building a new car keep in mind that this could be a new rule in the future)

Grandfathered

Non Radiused rear wheel wells: Barry Lynn, Doug Dobbins,

Coil over shock and automatic transmission will be grandfathered in for Gene Cromer.

General

Must drive to the staging lanes and back to the pits unless breakage or hardship case (water pump broken, etc) If a racer wishes to be towed back to take a plug reading it must be approved by a SEGA official prior to the pass

No kids driving golf carts, you must have a valid drivers license to operate at any SEGA event. This is a rule that several tracks have asked us to please enforce, so we chose to make it mandatory, as it is a safety concern for all involved.

Bad conduct at the track or on the internet will not be tolerated and can be grounds for disqualification or worse. The driver is responsible for his crew at any SEGA event.

Protest - to protest another racer - pull 1 head of your choice $300 to have a racer P & G $100. To check another racer's weight $50.

Due to expensive gasket prices certain engines, namely SOHC FE Ford engines, it will cost $800 to pull a head of your choice.

Bye runs must take the tree

No disqualification on any single run, legal single, or bye run.

There will be no dual disqualifications on the same run. A winner will be declared or a rerun in some cases. Handled by the race director in a case by case basis.

Qualifying schedule could be altered or cut to one run due to weather or other circumstances.

Any errors noted by a competitor as to position on the ladder sheet must be brought to our attention in a timely manner after the ladder has been posted or it will not be changed.

In the interest of keeping the competition close and fair the SEGA reserves the right to make adjustments to the rules at any time. With the wide variety of engines and body combinations it is critical to have a process available to be able to keep competition fair and close.

A Gas Cars will not be weighed unless they go 5.799 or quicker. At that point they must be at legal weight, or lose the round or qualifying run. If you think your run is going to be 5.799 or quicker go ahead and get your weight right before the run. Cars will be weighed at the conclusion of the run including driver, if the pass was under the minimum number set for class.

If you miss the scales your competition must weigh for you to be thrown out unless your competition did not run fast enough to have to weigh. This will not be left up to the two drivers to decide which one stays in. If both drivers run fast enough to have to weigh and both miss the scales the car that won the race will stay in. If the winner of the race runs fast enough to weigh but don't and the competition didn't run fast enough to weigh the competition stays in.

Southeast Gasser racers (members) are NOT allowed to race any car that is a NON SEGA member at any SEGA booked event.

SEGA legal cars only displayed in the pits. No non-SEGA legal race cars or street cars mixed in with the SEGA race car pits.

Generators must stay on the right side of pit area (unless permanently mounted on motorhome or trailer), and must have exhaust pointed in a safe direction away from yourself and others to prevent carbon monoxide poisoning of anyone! Also consider you neighbors from a noise standpoint.

Championship Points

Point total accuracy is the responsibility of the competitor. SEGA will attempt to keep accurate point totals for all competitors. An email containing point scores after each race will be sent to all competitors to be checked for accuracy. Any mistakes must be corrected before the next race is run. Once the next race is run, previous point totals will NOT be adjusted.

Each racer will receive 10 pts to show up to the race.

5 points will be awarded per each qualifying attempt. Car must turn the tire over (spin) in the water box or cross the finish line to be considered an attempt. If not, the qualifying run does not count and no points received. If you leave before the tree is activated there will be no time on the run and you will go to the bottom of ladder, but will receive points. If you do not start a burnout, and for some reason the car is shut down, you are allowed to fix the issue and fall in as the last car to qualify for your class for that round. Your car must be ready to run before your class finishes qualifying, or you will not be allowed to make a pass.

5 points per round win

The first racer to reach a given number of points will be the declared the higher points finisher. If both racers reach the tie number in the same round at the same race, then we refer to the tie breaker.

Points Tie breaker -

1. the most number of events entered
2. most events wins
3. most events runner ups

If still tied, they will be declared co- champions and all awards will be split equally.

Important Please Read:

As many of you already know, and others are soon to find out the SEGA is a family. The SEGA gives it's all to make sure we provide a great atmosphere for you to race and grow. It goes without saying, but it is a very painstaking process to keep the organization functioning. As you've heard us say numerous times over the years, the SEGA is all about the fans, without them we couldn't survive, nor would we have the incentive to keep pushing forward. Your car is always yours and you can do with it as you see fit. But, with this being said we ask you to keep your SEGA family in mind if you are considering running at an event put on by our immediate competition. The SEGA as a whole has worked very hard to grow into what we have become, and with your continued support we will keep heading in a positive direction.

SEE PHOTO Document for pictures of what is and isn't allowed