

### **2019 C/Gas Basic Engine Rules**

2,800 lbs minimum weight for C/G

C Gas 10 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 7.249 or quicker. Until you run 7.249 weight is not a factor.**

Buick, Pontiac, 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 10.75 lb per cubic inch

All big block combinations with stock stroke or longer will weigh 9.75 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 head. (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

9.75lb per cubic inch for any big block with: 3.750" or longer stroke

10.75lb 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 symmetrical 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 head. (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

Cleveland head max intake runner ceiling height 3.125" (This is the max height a stock 4v iron head will go without welding on the runner)

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 9.5 lb per cubic inch category

Any stroke 3.589" and under will weigh 10.75lb 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 10.75lb per cubic inch

SOHC engine must be minimum 3.75" stroke.

### **Hemi**

Stock stroke or longer will weigh 9.75lb per cubic inch

Shorter than stock stroke must weigh 10.75lb 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**

9.75 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 10.75 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.

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**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, Quadrajets, 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 NOT 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

**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***