2019 Super Stock Rules

Revised 12.9.18

Introduction

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 SEGA Super Stocks, at Southeast Gassers Association booked events, your car must be approved through the group. You must email detailed photos and information of your car to the contacts listed at the end of these rules.

NO entries accepted at the track. All Super Stocks must be pre-entered and pre-approved prior.

If you intend to run in the SEGA Super Stock class, please make any inquiries before building a car, buying wheels or tires, etc. This will save both time and money.

Some of the cars within the SEGA Super Stock class are actual Super Stocks 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. I 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.

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Exterior/Body

1955-1967 American production cars only. (Rancheros and El Caminos too) All vehicles must have factory vin tag or serial tag. No aftermarket bodies. 1967 Camaros and Mustangs will be allowed as long as they have a 1967 vin.

All lights must be present and working. Headlights, tail lights and parking lights. Glass headlights only.

Ride height will be measured from the ground to the bottom of the rocker panel, not the pinch weld at the center of the door. Cars should be roughly between 10" and 12" high. This measurement is a rough estimate as all cars are different. If you think your car is too high or low then it probably is. We have the right to regulate ride height at any time if we feel the vehicle is too high or low to give the right "look".

Fiberglass hoods are ok. NO CARBON FIBER. Must be factory style hood that was available. Factory style hood scoops are permitted as long as they are era correct. Cross breeding of scoops is allowed. Hood pins and lift off hoods are allowed. No dzus fasteners. No cowl hoods.

No Lexan windows. All factory glass and window regulators must be retained.

Hand lettering and 1967 era correct decals only. No vinyl graphics of any kind. Sponsor logos must appear in an era correct fashion unless approved.

Factory steel bumpers must be present unless factory lightweight options were available for that model year and body style.

No cutting or gutting of front sheet metal. Cutting for fender well exit headers is permitted, but don't get carried away.

All cars must have factory fender wells on all four corners. No mini tubs.

OEM radiator support must be retained and not be cut up.

No wings or spoilers, unless factory equipment for your particular model year.

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Interior

Factory style interior must be present including front seat(s). The rear seat is optional, but if the vehicle does not have a rear seat that area must be carpeted. A-100 or Econoline style seats are accepted if available in specific body style and year. NO EXCEPTIONS

NO RACE SEATS

Shifters must look era correct. No billet handles or modern style knobs. Hurst style T handles are permitted.

Steering wheel must be OE or era correct aftermarket.

Original equipment or black race seat belts only.

Heater box is optional.

All dash controls and factory instruments should be present. Radio/heater delete plates are encouraged.

Floor must be covered with carpet or OE style rubber mat.

Gauges must look era correct. No monster tachs or modern style gauges. No Shift lights.

NO EXCEPTIONS.

Engine

Production iron blocks only, no aluminum blocks. Only 427FE, 409W and 426 Hemi aftermarket iron blocks are permitted due to the rarity of the engines nowadays.

1955-1957 Chevys are only allowed the 283-400 SBC style engine

1955-1957 Fords are only allowed the Y-block or FE engine series

ATTENTION: All cars are required to have an engine diaper if at all possible for the 2019 season and beyond. Carl White at White safety equipment can take care of your diaper needs.

White Safety - 205/246-8833

No power adders. NO EXCEPTIONS.

Electric fans are permitted.

Electric water pump drives are permitted. Only the Moroso 63750 that uses the stock water pump will be permitted.

Aluminum radiators are permitted, but must be painted black and of the stock size.

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Approved Engine platforms

Chevy: Small Block, Big Block and W series

Ford: Windsor, Cleveland, FE and 385 series

ATTENTION!! In the spirit of authenticity, the canted valve Ford engines (Cleveland, Boss 302/Clevor and 429/460) will not be allowed for the 2020 season. They are still legal for competition for the entire 2019 SEGA S/S season.

Mopar: Small Block, Big Block, Gen 1 Hemi and Gen 2 Hemi

Oldsmobile: Small block, Big block and Early OHV Rocket v8

Pontiac: 1955-1981 style OHV v8

Buick: Nailhead, Small Block and Big Block

AMC: Rambler v8, Short-deck and Tall-deck

If your brand is not listed please contact us and ask about it. We would love to see all American manufacturers represented.

Cylinder Heads

Iron or aluminum heads permitted. Cylinder heads must retain stock valve angles. No external modifications, port plates or epoxy in ports. Porting is allowed. Cars equipped with aftermarket iron heads will be required to add 50lbs and aluminum head equipped cars will be required to add 100lbs. Aluminum heads must be painted.

Only NHRA stock eliminator approved aftermarket cylinder heads permitted unless otherwise approved by SEGA S/S officials. If your head is not on the list, please contact us.

No spacers between the intake and cylinder head. No exceptions.

Intake manifold

No tunnel rams, sheet metal or modern air gap intakes. Air gap intakes are only allowed if they were available from the original equipment manufacturer or engine is a valley pan design engine IE: Pontiac or Mopar wedge. No external modifications to intakes permitted.

All intakes must be approved prior to being accepted for any event.

Intake manifolds are limited to a single 4 barrel, dual 4 barrel or 3 two barrel design.

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Valve covers

Stamped steel or cast allowed. Must be era correct. No modern or sheet metal valve covers allowed. Modern means Moroso or new Edelbrock style. If you are not sure please contact us.

Camshaft/Valvetrain

Any stock location roller, solid or hydraulic camshaft permitted.

No Jesel style belt drives.

Any OEM type rocker arm permitted. IE: Stamped, roller tip or full roller.

Offset rockers prohibited.

Fuel system

Carburetors or GM Rochester fuel injection only. 110 octane race fuel only. No E-85 or alcohol. These are stockers.

Carburetors

No dominators. Carbs must be era correct in appearance. No shiny stuff. Holley carbs can only be 4150, 4160 or 3160 (3 barrel). Center hung style float bowls will be allowed only on single 4 barrel only. 2x4 Holley set ups must have side hung style float bowls.

Every racer must provide a 1" spacer to be installed above their performance equalizer plate that the SEGA S/S will provide at each event.

(See general rules for performance equalizer)

Approved carb setups.

Chevy: Single Holley or Rochester. W style engines must have 1 or 2 Carters or 3 Rochesters

Pontiac: 1 Rochester, 2x4 Carter or 3x2 Rochester

Ford: Single Holley, 2x4 Holley or 3x2 Holley

Mopar: 1 Holley or 2 Carters . Hemi cars must run a 2x4. Holley or Carters

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Fuel lines must be either hard line or black in color (rubber or braided). AN style fittings must be black.

If running a fuel cell or a sump type gas tank we don't want to see it from behind the car. This is not 1977, we don't need twin Fram filters hanging under the bumper

Electric or mechanical fuel pumps are permitted. If electric, pumps must be hidden. Regulators must be hidden unless 60s style. IE: chrome Holley.

Ignition/Electrical

Any non-programmable electronic ignition system permitted. Aftermarket boxes must be hidden. No 2 steps or starting line aids permitted in the car. High side rev limiters are permitted and encouraged for safety purposes only. No launching off the high side or hitting the limiter on the shift. *This will be monitored in 2019!*

No traction control or data loggers.

Switches on gas pedal and/or clutch pedal are prohibited.

Bottle style coils only. Black or chrome in color.

Small cap distributors only. No HEI or big ford style caps. No bright red caps or wire hold downs on caps. Only black, tan or maroon colored distributor caps.

Aftermarket modern rocker switch panels must have switches painted black and be out of sight.

Charging lugs must be hidden and out of sight.

Kill switch must meet NHRA specifications. (We prefer the relocated rod style shut off switch)

Battery relocation to the trunk is permitted.

All visible batteries must be painted black. Reproduction OE style battery covers are encouraged.

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Transmission

Manual shift, straight drive transmissions only. No automatics, clutch flites or hydro sticks.

No cast iron or aluminum bellhousings permitted. Only the modern scatter shields allowed.

IE: Lakewood, Quicktime, etc) (You need your feet and legs for this class)

Clutches must be mechanically released and have Pedals hanging in the stock location.

Aftermarket transmissions permitted. Must have shift levers on the outside. Round bottom cases are encouraged, but not required.

Maximum of 4 forward gears/no 5 speeds allowed.

H-patter shifters only. No inline vertical gate style shifters.

Shifts must be made with the clutch. No clutch-less shifts. If you want to do that you may as well put an automatic in it so you can drink a coke while going down track.

Any internal modifications can be made. IE: face plating, straight cut gears

Chassis/Rear End/Brakes

Approved traction devices

NO CAL TRACS, LADDER BARS, ASSASIN BARS OR CE SLIDE-A-LINKS!

Lakewood style slappers, pinion snubbers, split mono leafs and Mopar super stock springs are permitted.

Cars equipped with the Lakewood style slapper bars are required to add 100lbs due to the performance advantage of those bars.

Non-adjustable square tube trailing arms on coil spring cars are permitted, but must mount in the original location.

All cars must be at or close to stock ride height. No lowered cars or excessively low front ends.

OEM style housings only. Fab style housings are prohibited.

Ford 9”, Chrysler 8-3/4, Dana 60, GM 12 bolt, Olds/Pontiac front load only.

8.8 Ford will be accepted as long as extra tabs and brackets are removed when used with leaf springs. Differential support style covers may be used as long as they are painted black.

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Nodular iron center sections only in ford 9”. No aluminum centers.

Any rear gear ratio allowed.

Steel driveshafts only. No aluminum or carbon fiber.

Stock style steering and suspension only. No tubular components, rack and pinion steering or coil over shocks.

Single or double adjustable shocks are permitted. Relocation of the rear shocks is permitted.

Aftermarket disc brakes are permitted.

No billet or shiny aluminum master cylinders.

Line locks are permitted and encouraged.

Subframe connectors are permitted.

Rear frame rails must be in the stock location.

Mini tubs are allowed only to the outside of the stock frame rail must be covered in carpet or painted black NO pop rivets or screws can be visible. Also the rear tire must be in stock location in the wheel well (can't be to far under because of narrowed housing) tech officials will have a gauge to check this and also will have the final say on if a mini tub is approved!!

Roll Bars are permitted.

Solid bushings are permitted on rear suspension only.

NO WHEELIE BARS!

Tires/Wheels

Wheels must have been available in 1967. IE: Cragars, Keystones, Ansen style aluminum slots, Superior style steel slots, chrome or painted steelies, etc.

Multi-pattern wheels are not permitted if running a steel wheel with no caps. Unilug wheels are permited.

Factory style wheels must have been available for specific year of vehicle.

All wheels may not exceed 15” in diameter. Rear wheels may not exceed 8” in width.

Front wheels may not exceed 6” in width

No 200S Daisy Spoke wheels, super tricks, polished torque thrusts or smoothies.

Front Tires

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Modern radials are ok, but we would prefer a bias ply reproduction or Moroso Drag special. No Mickey Thompson Sportsmans. No modern white letters. White letters are permitted on bias reproductions like Goodyear Polyglas or Firestone Wide Ovals. White wall and redline tires are permitted as long as they are thin line like what was available.

Rear Tires

Hoosier tire is building a spec rear slick that will be available before the 2019 season begins. Info and a part number will be available as soon as we receive them. Each car that runs in the S/S class will be required to run this tire.

A one race allowance will be given to competitors that do not have the spec tire. Competitors that do not have the spec tire will be required to add 50lbs.

The 9.00-15 MH Racemaster vintage drag slick (part#MVD-007) will be allowed in competition until July of 2019.

Exhaust

Open headers only. Fender well exit headers are permitted.

Cut outs on full exhaust systems are permitted on OEM style exhaust systems that exit behind the rear tire.

Weight/ET

Big blocks will be at 8.5lbs per cubic inch with driver

Small blocks will be at 9.5lbs per cubic inch with driver

This is not a typo!!

Engines will be classified by their block architecture. Big inch small blocks will still run at 9.5lbs/ci and small cube big blocks will still race at 8.5lbs/ci

EXAMPLE:

400cid sbc = 9.5lbs/ci

360cid FE Ford = 8.5lbs/ci

Each car must make weight before qualifying and after each winning round.

3000lbs minimum weight regardless of engine displacement.

All ballast must be secured.

All cars in the semi-final round will be teched after the round.

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Round winners must cross the scales before returning to their pit after each round. Failure to do so will be an automatic disqualification and the round win will be awarded to the other competitor IF the other competitor crossed the scales. If both competitors do not cross the scales then the winner will advance.

If any engine combination dominates, the weight to cubic inch will be adjusted for that engine and body combination. This will apply to every car that has that particular engine and body combination in question.

General

Bad conduct at the track or on the internet will not be tolerated and can be grounds for disqualification or worse. Drivers are responsible for the conduct of their crew.

Protest

To protest another racer

pull 1 cylinder 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 the Hemi engines, it will cost $400 to pull a head of your choice.

Must drive back to the pits unless breakage or hard ship case (water pump broke or something like that one race only)

Performance Equalizer Plate: A plate that will be placed under the carburetor to restrict air flow.

Any combination that dominates by more than .15 seconds for more than one race will receive a performance equalizer plate.

The performance equalizer plates will be distributed to racers before qualifying begins and will be returned to the SEGA S/S officials at the end of each event.

The Performance equalizer plate will be used to equalize the field until we can have good competition between all weight per cubic inch combinations. The performance equalizer plate may go away in the future.

Bye runs must take the tree

No disqualification on any single run, legal single, or bye run. Qualifying schedule could be altered or cut to one run due to weather or other circumstances. Any errors noted by a

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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 SS 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.

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

SEGA S/S OFFICIAL CONTACT INFO:

Robert Peffley 765-505-0258 or robertpeffley@gmail.com

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Approved Wheels/styles









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Not approved wheels/styles





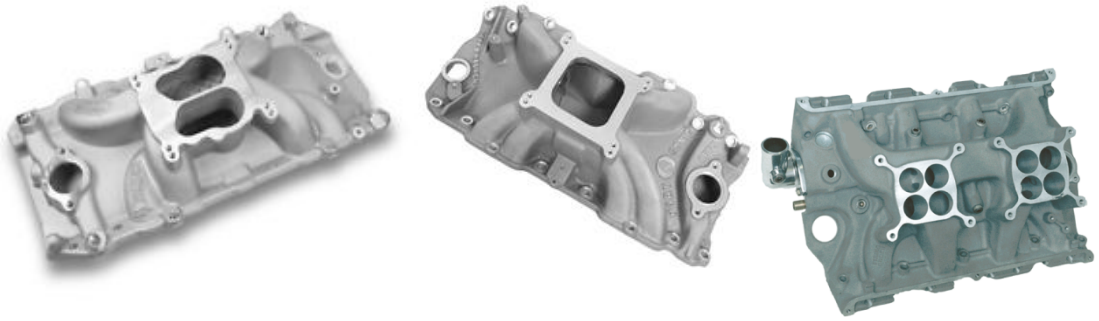




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Approved intake styles



Not approved intake styles

