

**TIME TRAVELER GASSERS, LLC.**  
**d/b/a**  
**SOUTHEAST GASSERS – H/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.

## **2018 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. Also can contact at facebook page H/GasClass or message Facebook.com/HGasClass.

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.

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 H/G or H/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. No open or altered body styles. No sectioned or channeled bodies. Volkswagen limited to Beetle Sedans only. Later model Beetle sedan bodies may be used ONLY if they are modified to resemble 1967 or earlier body style. This includes fenders, hood, deck-lid, aprons. The fake vents grill behind the quarter windows must be removed and smoothed over like earlier models. No curved windshields or Super Beetles. Karmann Ghia currently not allowed.

Chop tops must be approved for domestic make models.

Absolutely No chop top allowed for VW's.

Any car or truck with a severely laidback windshield post will NOT be allowed.

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. One-piece fiberglass or metal flip fronts are allowed only for Domestic makes and models. One-piece front **NOT** allowed for Volkswagens. VW must use individual pieces (i.e. Hood, Fenders, quarter panels, etc.) VW front and rear aprons must be in stock location.

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

No Mustangs

No Camaros – Any model year.

No front engine Corvairs

No Opels

The only fiberglass Bodies allowed is the 1933 to 1941 Willys Americar or were fiberglass from the factory.

No carbon fiber or lightweight fiberglass race bodies will be allowed. (If you are building or buying a car there is no excuse for not checking with us first on this.)

### **Requests:**

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

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. Volkswagen limited to 6" wide slick. Suggested 215/65 x 15 drag or DOT Slick

Headlight lens must be present and in stock location. They do not have to work, but must be there for looks. Must have at least one working taillight.

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 must have a level stance or nose up stance. Nose down not allowed on any model except VW

VW may have lower front suspension

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

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

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

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 or message them to Facebook.com/HGasClass 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)

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. VW may use 135 x 15 reproduction classic 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 letters on tires. Must be removed from the inside as well

See Wheel picture in photo's document in rules.

## **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. If using later model VW, dash pad must be removed and dash removed or filled or smooth over to resemble earlier models. Aluminum panel can be used to cover dash.

Left or Right hand steering only, No center steering.

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.

Shifters - 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 Page 18 - 19 for accepted shifters).

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

## **Electronics, Driver Aids, and Under hood**

\*See chassis and suspension for engine set back and height

Engine diaper required for 2018 in all classes. They must be black or silver. VW currently exempt from engine diaper, aluminum catch pans suggested.

No antifreeze in any racecar on the track.

No EFI only stock mechanical injection

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

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.

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 throttle 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) VW's can use only 009, 010, Old Style Mallory Dual Point or Magneto. May be adapted for electronic pickup. Please do not use modern billet distributors.

Braided fuel lines and anodized fuel fittings should be painted black to retain the era correct look. Another trick is use electric wire heat shrink-wrap to cover braided hoses. 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**

H/Gas is 11 lbs per cubic inch

Factory production heads only, modification for porting & polishing allowed. No after market or specialty manufactured heads allowed. No crossflow heads.

Class for engines with original manufacture production starting 1967 and earlier. For example, you may have a Chrysler slant 6 from 1975 because the engine started original production pre 1967.

Class for any Inline flat head or overhead valve 4, 6 or 8 cylinder. Any opposing (flat ) 4 or 6 cylinder engines. (i.e. Volkswagen or Corvair) Also, Flat head V8's.

No over-head valve V6 Or V8 engine allowed.

Flat head engines are NOT allowed to be modified for overhead valve conversions

Special interest engine allowed: like the Pontiac '66 - '67 overhead cam inline 6, The Pontiac, GMC 4 cylinder made from half a V8 allowed as long as V8 block is of pre 1967 production.

Engines must be in original location, i.e. cars that came from the factory with engine in the front or the rear. Engine may not be relocated from original factory location. 10% set back rule allowed. Measured from center front spindle to center front spark plug hole.

We're requesting a "Spirit of the era" for VW engines pertaining to external and internal parts. We understand many of the original type parts are no longer available but please keep in mind your car is supposed to reflect a car from 1967. With that said; we are currently allowing a maximum of 2276cc (138.8 ci) engine size. This may be revised at any time to smaller displacement.



Weber/EMPI style reproductions IDF and IDA carbs are allowed.  
42mm maximum Venturi size.  
Round Bar Tayco style linkage or center twist DDS style carb linkage  
only please, stay away from hex-bar to preserve the look.

VW cylinder heads limited to factory production and reproduction  
style only. ( 044, 042, etc ) Intake valves and intake and exhaust  
ports must remain in stock locate. porting and reshaping allowed  
Cylinder heads with relocated ports not allowed. No Square Ports are  
allowed. Heads like the Competition Eliminator are not allowed.  
Maximum 44mm intake valve.  
Welding to add material for porting & strength is allowed  
Only one spark plug per cylinder.

### Intakes & Carburetors

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, Weber IDA, IDF and  
DCOE Dellorto Down Draft or side draft allowed. or any other period  
carburetor. The EMPI EPC and HPMX weber copies are allowed. We could  
be forgetting some so ask if your carburetor is not listed here.

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.

Handmade intake or modified aftermarket intake using tubing or other  
materials must be check and cleared with us first. Again, please  
remember this is 1967.

No Predator, Dominator, Demon or Street Demon carbs allowed. No  
Electronic Fuel Injection allowed.

VW must use off the shelf Cast intake manifold like CB Big Beef,  
Empi, etc. No home made manifolds allowed. Welding manifold to build  
up material for match porting is allowed.

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. Intake adapter plates are only accepted if no other options  
are available to mate your intake to heads. Adapters will only  
be allowed on approval on an as needed basis, but not in  
attempts to gain extra horsepower.

Dual carbs CAN NOT have the center hung float bowls.  
Single carb 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.

### **Transmission/Clutch**

All cars must have a clutch and straight drive transmission. 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.

Volkswagen must use H pattern shifters ONLY. See picture reference for accepted shifters.

Volkswagen must use VW or Porsche Swing Axle transmissions only. No Bus trans allowed.

Transaxle must be in stock location. 1" (Maximum) raised mounts are allowed.

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

### **Chassis / Suspension**

No coil over shocks 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. Some models stock A arm front suspension allowed, See exemptions on page 11. VW's may use stock front beam. Maybe modified with lowering adjusters.

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 and/or frames.

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 aftermarket or tube A Frame. No Strut type front end

No 4 Link rear suspension.

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 Straight axle. Must be some sort of leaf spring

A Arm front suspension cars may use factory coil spring

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 or stock location It cannot be mounted to the axle (VW stock location on front beam is approved).

### **VW Specific Chassis / Suspension Rules**

Must have full steel factory or factory replacement floor pans.  
Factory Frame Horns only. Must be in stock location. Frame horns and torsion housing cannot be relocated.

1" (maximum) raised transaxle/motor mounts may be used.

Axle limiting straps are allowed.

No shortening of rear axles, axle tubes or torsion bars/housing allowed.

Front frame head must be in stock location. Front frame head may be "pie cut" for caster adjustment only.

Frame head may NOT be relocated or raised from stock location.

No coil over shocks allowed.

Straight/drop axle beam/tube may be used. Frame head may be remove only when tube/ beam axle is used. (non0 factory beam)

Must have front brakes.

Disc brake conversion is allowed as long as stock wide 205mm x 5 lug pattern is retained.

#### **Exemptions for A Arm front suspensions. All Candidates must be pre-approved**

Factory manufactured Rear engine cars may have factory front suspension and are Not require to have a straight axle. You may replace A arms with a straight axle though.

The following makes and model cars are exempt from using straight axles and may use stock front suspensions.

Volkswagen Beetles torsion tube King Pin front beams

Chevrolet Corvair A-Arm coil spring front suspensions.

1967 & earlier Fiat transverse leaf spring with upper A arm front suspension

A-Arm front suspensions must use Stock Stamped steel factory produced arms. No lightweight tube or after market performance substitutions.

It is allowable to modify front suspension only to adjust ride height within stated regulations.

Other makes and model cars not listed may be exempt and must be submitted for pre-approval

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)

### **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.

VW may hard mount wheelie bars to body or Axle tube spring mounting flange,

VW's limited to maximum 38" from center caster to center of axle tube. Caster cannot stick out more than 10" past rear apron.

See picture document for accepted wheelie bars for VW.

### **General**

**All car will be weighed. 11lbs per cubic inch.**

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

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.

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.

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 racecar 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 tiebreaker.

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***