

TIME TRAVELER GASSERS, LLC
D/b/a

SOUTHEAST GASSERS Super Stock 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.

2020 Super Stock Rules 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 in advance.

Email detailed photos and information of your car to:

SEGA S/S OFFICIAL CONTACT: Robert Peffley 765-505-0258 or robertpeffley@gmail.com

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

If you intend to run in the SEGA Super Stock class, please make inquiries before building a car. This will save you 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.

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 over whelming 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.

**PLEASE READ COMPLETE RULES IN FULL
ANY QUESTION MUST BE SUBMITTED BY EMAIL
ANY AND ALL APPROVALS MUST BE IN EMAIL
OR WILL NOT BE RECOGNIZED AS VALID WITHOUT SAID EMAIL
ALL CHANGES FOR THE 2020 SEASON WILL BE HIGHLIGHTED IN YELLOW**

Body / Exterior Appearance

- 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.** Headlights, tail lights and parking lights. Glass head lights only.
- All cars need to retain stock ride height. We have the right to regulate/check ride height at anytime if we feel the vehicle is too high or low.
- 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. No black window tint. All glass and front window regulators must be retained or straps like super stocks of the day. **Only Rear windows allowed to be permanently fixed in the up position.**
- 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.
- **Fiberglass bumpers permitted must be silver or chrome.**
- 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.
- OEM radiator support must be retained and not be cut up.
- No wings or spoilers, unless factory equipment for your particular model year.

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. NO EXCEPTIONS
- NO RACE SEATS
- Shifters must look era correct. No billet handles or modern style knobs. Hurst style T handles are permitted. Must be H pattern! Inline are **prohibited!**
- 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**

Engine

- Production iron blocks only, no aluminum blocks.
- Only 427FE, 409W and 426 Hemi after market 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 2020 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.

Approved Engine platforms

• NO DESTROYED BIG BLOCKS ALLOWED

- Chevy: Small Block, Big Block and W series
- Ford: Windsor, FE, Y-block

ATTENTION!! In the spirit of authenticity, the canted valve Ford engines (Cleveland, Boss 302/Cleveland and 429/460) will not be allowed

- 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: Nail head, Small Block and Big Block
- AMC: Rambler v8, Short-deck and Tall-deck

Cylinder Heads

- Iron or aluminum heads permitted.
- Cylinder heads must retain stock valve angles.
- Cylinder heads must retain stock port location and available designs of the period.
- No external modifications, port plates or raised ports (no exterior epoxy).
- Internal 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 **or adaptors** between the intake and cylinder head. No exceptions.

Intake manifold

- No aftermarket single plane, tunnel rams, sheet metal or modern air gap intakes.
- Intake manifolds are limited to a single 4-barrel, dual 4-barrel or 3 two-barrel design.
- Max of a inch carb spacer allowed
- Aftermarket intakes are limited to dual planes only with no external modifications. Internal porting ok as long as it retains the dual plane format it was cast in. Center divider can be removed without altering floor of the intake.
- Any factory intake produced and offered on a vehicle pre-1967, not over the counter can be used. Original or remanufactured are legal but must be submitted and approved by email no later than 2 weeks before an event.
- Any factory cast-iron intake is legal and will receive a 50# weight break
- No Dominator flange or adaptors allowed. **4150 style only**
- No billet or composite intakes

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/Valve train

- Any stock location roller, solid or hydraulic camshaft permitted.
- No Jesel style belt drives.
- Any OEM type rocker arms permitted. IE: Stamped, roller tip or full roller.
- No offset rockers unless used from the factory

Fuel system

- Carburetors or GM Rochester fuel injection only. **110 Octane race fuel only.**
- No E-85 or alcohol.
- No additives

Carburetors

- No Dominators.
- Carbs must be era correct in appearance.
- No billet.
- 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 at end of document for performance equalizer rules)

Approved carb setups.

- Chevy: Single 4150 Holley or Rochester. W style engines must have 1 or 2 Carters or 3 Rochesters
- Pontiac: Single 4150 Holley or 1 Rochester, 2x4 Carter or 3x2 Rochester
- Ford: Single 4150 Holley, 2x4 Holley or 3x2 Holley
- Mopar: Single 4150 Holley or 2 Carters or 2 Holley
- AMC: Single 4150 Holley
- 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.

- Electric or mechanical fuel pumps are permitted. If electric, pumps must be hidden. Regulators must be hidden unless 60s style. IE: 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!**
- **No ignition boxes with built in timing retards or no plug-in timing retards allowed in the car during an event**
- 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.

Transmission

- Manual shift, straight drive transmissions only. No automatics, clutch flites or hydro sticks.
- No cast iron or aluminum bell housings permitted. Only the modern scatter shields allowed. IE: Lakewood, Quicktime, etc
- Clutches must be mechanically released and have pedals hanging in the stock location.
- Aftermarket transmissions permitted. Must have shift levers on the outside.
- Maximum of 4 forward gears/no 5 speeds allowed.
- H-pattern shifters only. No inline vertical gate style shifters.
- Shifts must be made with ~~the clutch. No clutch less shifts.~~
- 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 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.
 - Nodular iron center sections in Ford 9" and approved aluminum centers ok--must be black
- Any rear gear ratio allowed.
- Steel drive shafts 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.
- Sub frame 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 too 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 (see photos at southeastgassers.com in the rules section)

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

- Modern radials are ok **UNTIL THE END OF 2020**.
- **2021 WILL BE** bias ply reproduction or Moroso Drag special.
- No Mickey Thompson Sportsmans.
- No modern white letters. White letters are permitted on bias reproductions like Goodyear Polyglass 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 has built a spec rear slick that is available through Summit or local Hoosier dealers: part # 18950 7x29. Each car that runs in the S/S class will be required to run this tire.

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
- **FE big block combos will run at 8.25lbs per cubic inch with driver**

ALUMINUM HEADS +100#

TRACTION BARS +100#

FACTORY CAST-IRON INTAKE -50#

MINIMUM WEIGHT OF 3000# REGARDLESS OF CUBIC INCH.

ADDITION OF WEIGHT PENALTY WILL ADD TO THIS!

EXAMPLE:

302CI x 9.5=2869 + ALUMINUM HEAD= 3100#
THIS IS NOT A TYPO!

- Engines will be classified by their block architecture.
- Big inch small blocks will still run at 9.5lbs/ci.
- Small cube big blocks will still race at 8.5lbs/ci.
- **NO DESTROKED BIG BLOCKS**

EXAMPLE:

400CID SBC = 9.5lbs/ci

383CID MOPAR = 8.5lbs/ci

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.
- All ballast must be secured.
- 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 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.
- Each car must weigh after qualifying and after each winning round.
- 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.
- The car must drive back to the pits unless breakage or hard ship case (water pump broke or something like that one race only)
- All cars in the semi-final round will be teched after the round.
- 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.
- 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.

Protest

To protest another racer

- \$300---Pull 1 cylinder head of your choice
- \$100---To have a racer P & G
- \$50-----To check another racer's weight
- \$400---**Hemi engines** Due to expensive gasket prices certain engines, namely the, it will cost \$400 to pull a head of your choice.

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

- 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.

Photos Can Be Found at: southeastgassers.com in the rules section

Approved Wheels/styles

Not approved wheels/styles

southeast gassers association