

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 Documents for pictures and examples of approved equipment

TIME TRAVELER GASSERS, LLC

D/b/a

SOUTHEAST GASSERS A/FX 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.

Email detailed photos and information of your car to:

SEGA A/FX OFFICIAL CONTACT: Quain Stott 828-863-1201 or quainhstott@gmail.com

2020 SEGA A/FX "Funny Car" 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 A/Gas at Southeast Gassers Association booked events your car must be approved in advance.

Some of the cars within the SEGA A/FX "Funny Car" class are actual cars 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

General

- 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.
- 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 racecars or streetcars 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.
- 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 2020. Cars with 94" or shorter wheelbase only must be 12" or higher.

Weight

- Minimum weight is 2800 lbs.
- ALL A/FX "Funny Cars" will not be weighed unless they go 6.499 or quicker. At that point they must be at legal weight (which will be 7.00 per cubic inch for Big Blocks, 7.00 per cubic inch for Ford F/E Big Blocks and 7.75 per cubic inch for Small Blocks and includes Cleveland), or lose the round or qualifying run. If you think your run is going to be 6.499 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.
- 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
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- 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 the race director in a case-by-case basis will handle a rerun in some cases.
- 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.
- 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.
- 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 an SOHC FE Ford engine; it will cost \$800 to pull a head of your choice.
- 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

Body / Exterior Appearance

- Every car must only have the A/FX designation on the car. It cannot say any other class designation anywhere on the car.
- Closed full body styled production cars 1962 to 1967.
 - No open or altered body styles.
 - All cars must have a top/roof.
- 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.
- Car names must be something that fits the 1960's era. Remember we are re-enacting the 60's not looking back at them.
- 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)
- No modern graphics. Must be hand lettered with paint. No Air brushing.
- No flame paint jobs
- Fiberglass fenders, doors, hood, and deck lids are allowed just as they were in the 1960's. Race weight panels are allowed
- The rear quarter panels and taillight panel of any Corvette must be original GM, or an identical stock replacement.
- 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 and window openings
 - MUST STAY FACTORY WINDOW OPENING SIZE
- 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!
 - Rear wheel must be maximum 8.5" and maximum 9.5" tire as measured across the tread.
- 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.
- **Front axles on cars may be staggered up to 1" total side to side**
- Wheelbase must be altered at least 10% with any combination this rule is here as a buffer to allow for mistakes 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 pictures for approval if you have a question)**
- **No "blacked out" chrome unless it came from the factory that way or your matching a tribute car exactly how it was in that era. Chrome is very hard to clean up and polish so being painted silver is allowed.**
- 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 drive shafts over 4" in diameter are legal (anything other than steel must be painted)**
- All cars must have the original style outside door handle.
- No holes cut in the side windows.

Wheels and Tires

Only early to mid-1960's era wheels or exact replicas allowed. (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 tires wider than 9.5" – 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**
- Rear Wheel must be maximum 8.5" and tire maximum 9" as measured across the tread.
- 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 and must be removed from the inside as well.

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 1 or 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 Under hood

*See chassis and suspension for engine set back and height

- Engine diaper required for 2020 in all classes. They must be black or silver.
- No antifreeze in any racecar 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
- A/FX "Funny Car" Preferred to Run on Alcohol
- 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.
- Must Run Injection Only
- 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 but must hide MSD boxes so the engine compartment will look era correct.
- **No type of Programmable Box or Electronics allowed High Side Rev- Limiters only to Protect Engine**
- 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 and 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 and 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, No Timing Retards, Air Fuel Gauge, Throttle Stops, Crossover Boxes, Data Recorders, Traction Control Systems, Infrared starting line systems, Air Shifters, play back tachometer, 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.

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 are legal but H PATTERN is PREFERRED
- 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.
- No rack and pinion steering
- No sheet metal rear end housing and 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 suspensions.
- **Cal Tract action 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.
- Ladder Bars or Factory Rear Suspension is acceptable
- Max engine set back is 25% of wheelbase at #1 spark plug.
- 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 5" 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 and 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.
- 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)

SEE PHOTO Documents for pictures and examples of approved equipment