

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.

Also See Rules For The Class You Intend to Run In

SEE PHOTO Documents for pictures and examples of approved equipment

TIME TRAVELER GASSERS, LLC.

d/b/a

SOUTHEAST GASSERS ASSOCIATION

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 RULES

Introduction

Yearly driver membership dues are \$100.

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.

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.

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 more strict

All safety concerns with any given racecar will be left up the Racetrack's discretion. Make sure your car meets their guidelines or you may not be allowed to race. To prevent having any concerns we would suggest building your car to the NHRA guidelines for the ET you intend to run.

Body / Exterior Appearance

- Every car must only have the A/G, B/G, C/G or A/Gas, B/Gas, C/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.
- Chop tops must be approved. Only exceptions MAY be a real old car and depends on model. Any car or truck with a severely laidback windshield post will NOT be allowed.
- 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)
- Fiberglass fenders, doors, hood, and deck lids are allowed just as they were in the 1960's. Race weight panels are allowed.
- Trucks must be full bodied / cab, bed, hood and fenders 1966 or earlier.
- Mustang must be 1966 model and earlier.
- No Camaros – Any model year.
- No V8 Corvairs
- No Opels
- The rear quarter panels, door jambs, windshield frame and taillight panel of any Corvette must be original GM, or an identical stock replacement. 1963-67 coupe must have a factory roof.
- The only aftermarket fiberglass bodies allowed will be the 33-41 Willys
- 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.)
- The window opening must be the stock size. Do not cut down or add to make room for mounting windows.
- 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. The widest bulge of the tire must be even (or wider) than the widest part of the quarter panel.
- Applying a radius to your rear wheel openings 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 wheel openings, 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
- IF 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. The bottom line is if you are running wider than an 8.5" wheel or 9.5" wide tire then the tire must be at minimum even with the quarter panel.
- Headlight lens must be present and in stock location. They do not have to work, but must be there for looks.
- 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.
- **Ride height will be measured with the driver in the car, and checked on both sides**
- 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.
- On cars with removable rear fenders, the rear fender mounting location can not be moved from the factory location. This will limit ride height at the rockers to higher than normally legal height. (A model Ford for example will be about 18" from the rocker to the ground in order for the rear fender to have any clearance on the tire) As we aren't certain of how the ride height will work out on every car ever made with removable rear fenders, ride height on these cars will be limited by either: the rear fender to tire clearance, or the normal SEGA rules for rocker panel to ground for the given wheelbase of the car, whichever comes first. The rear fenders are allowed to be radiused but no other modifications to gain more tire clearance are legal. No more than 1" (over a 5ft span) of downhill rake is allowed.
- If the Chevy 2 epidemic within the SEGA continues to get worse, all Chevy 2 will have a 1" increase in ride height, both front and rear, over the other cars of the same wheelbase.
- Front axles on cars may be staggered up to 1" total side to side
- No wings or air dams
- No Pro stock/snorkel style hood scoops (scoops must have the look of the 1960s)
- Hoods may not have recessed hood scoops
- No way forward mounted hood scoops (send pics for approval if you have a question)
- **No "blacked out" chrome. If it was chrome from the factory it must remain chrome or be painted silver. This includes fiberglass bumpers or other parts that were originally chrome when the car was new.**
- 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
- Trucks must have the tailgate up during competition.
- 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 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)
- No spindle mount front wheels
- 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.
- No billet or spun aluminum wheels
- No Rally style wheels
- The Radir wheel/Rocket brand is not a close enough copy to be legal
- 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. Must be removed from the inside as well.
- 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.

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 modern auto meter style 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 2 seats.
- Only black, gray, olive green (military green), or tan seatbelts allowed. We prefer White Safety belts, to order call Carl at (405) 733-2795
- Shift lights are allowed, but please keep them hidden from view when looking into the car's interior. If reasonable measures are not taken to hide the shift light, the car will be removed from competition until the light is removed
- 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 in all classes. They must be black or silver.
- No antifreeze in any race car 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
- 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
- Zoomies must exit straight out, they may not have turn ups at the end
- 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.
- Extra tall valve covers are not legal, if you need the room you must run a spacer, or cut the valve cover in half and weld in a spacer (if you go this route, the weld must be left showing)
- 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 car on Friday or Saturday of a race weekend
- MSD box will be allowed. Must hide MSD boxes so the engine compartment will look era correct.
- No type of programmable ignition box is legal. The only other function the box can possess is a high side rev limiter
- 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)
- 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, 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. 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 -
- The "Moroso 63750" pump motor that uses the stock pump is the only acceptable engine mounted electric water 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.
- Please refrain from using pro-stock style front engine plates. The original Hurst style mount that speedway motors reproduces is the preferred way to mount the front of the engine to the chassis. If you do choose to run an aluminum plate to mount the engine it must be painted black and all excess material removed so that it blends in to the engine bay. (Contact Quain if you have a question)

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
- 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.
- 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
- 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 suspension.
- Cal Trac traction 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.
- Any driveshaft made of material other than steel must be painted
- 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.
- 4 bar front suspension is illegal, the radius rods must be welded together at either the front or rear
- 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 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, this will be measured at the harmonic balancer
- 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.
- Front Axles must be replica of something from the 60s or prior. No jeep or modern truck front 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.

Request

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

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)

Grandfathered

Doug Dobbins-Non radiused wheel wells, this will expire after the 2020 season

General

- 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.
- 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.
- 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 SOHC FE Ford engines, it will cost \$800 to pull a head of your choice.
- 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.
- All cars will not be weighed each round unless you run faster than the given ET denoted in your class rules. If you think your run is going to be 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. You will be disqualified if you do not meet weight
- Southeast Gasser racers (members) are NOT allowed to race any car that is a NON SEGA member at any SEGA booked event.
- 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.
- SEGA legal cars only displayed in the pits. No non-SEGA legal race cars or street cars mixed in with the SEGA race car 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.
- Please make sure your generator exhaust is piped away safely so that you or your neighbor doesn't get poisoned. They make an exhaust extension to remedy this concern that easily attaches to your generator

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. If you do start a burnout and you have issues before

making a pass, that will count as your qualifying attempt for the round. If the race director backs you off of the starting line at no fault to you or your car you will be allowed to make an attempt after said issue is taken care of. 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 tie breaker.

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.

Also See Rules For The Class You Intend to Run In

SEE PHOTO Documents for pictures and examples of approved equipment