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 the General Rules also

SEE PHOTO Documents for pictures and examples of approved equipment

2020 SEGA A/Gas Basic Engine Rules

- 2,200 lbs minimum weight to cubic inch for A/G
- A Gas 6 lb per cubic inch
- Weight breaks for Fuel injection or Iron heads, etc can allow car to be under the minimum.
- Please note the weight to cubic inch rule does NOT apply unless you run 5.799 or quicker. Until you run 5.799 weight is not a factor.
- Aluminum blocks are allowed in A gas only
- Buick, Pontiac, Olds, Y block ford, flathead, and Chevrolet W head engines will receive a 5/8(0.625) lb. per cubic inch weight break. Other obscure engines will most likely receive this weight break as well, so inquire if you plan to run an odd combination. Aftermarket heads and blocks will receive this break as long as the architecture is the same as original for these combinations.
- Weight will be added to any dominant combination.
- 50 lb weight break will be given to any combination running cast iron heads
- 200 lb weight break will be given to any combination running mechanical fuel injection
- Outside dimensions of the engine block must be factory length from front to back.

- No canted valve small block heads, except small block Ford Cleveland head.
- Stock configuration intake and valve covers must fit on every engine with the exception of a cast aluminum spacer under valve cover to clear rockers, unless noted otherwise below. 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 external oiling allowed (No oil line going into the valve cover).
- All Big Block combinations can go shorter than stock stroke, but will weigh 6.75lb per cubic inch

- All big block combinations with stock stroke or longer will weigh 5.75 lb per cubic inch. 392 hemi will be viewed as a big block.
- Please read intake rules section at the bottom of the engine rules to completely understand what is and isn't allowed. If your combination has different intake rules than listed at the bottom it will be included in the engine section (Also note, all allowed intake modifications must be finished so the intake appears externally unmodified)

Small Block Chevy

- 6lb per cubic inch
- Must be 23-degree valve angle heads.
- Angle milling is allowed. NOT TO GO LESS THAN 21-DEGREE VALVE ANGLE.
- Maximum allowed intake runner/port floor height allowed is .550" from the deck of the head. (This will be measured in the intake port, this rule is here to prevent someone from cutting an extreme angle on the front face of the port so ruling will be left up to SEGA tech official)
- Minimum deck height- 8.850"
- No Aurora blocks
- No Pro stock style blocks
- 3/8" max spacer allowed for intake port alignment, No external welding on intake if a Spacer over .250" is used
- 1/8lb (.125) per cubic inch weight break for all heads using .250" or less push rod offset and 2.10" or less intake valve, Example: iron head 400ci engine will get 100lb total

Big Block Chevy

- Minimum valve angle 22 degrees
- 5.75Lb per cubic inch for any big block with: 3.750" or longer stroke
- 6.75lb per cubic inch for any big block with: 3.749" or shorter stroke
- Max bore size for all BBC is 4.600"
- Maximum valve size - 2.350.
- Big block Chevrolet max port floor height .650" from the deck of head
- No symmetrical BBC ports
- No intake adapter plates allowed except to adapt a tall deck big block to a standard deck intake. When using an oval port head, 3/16" spacer is allowed as per the intake rules section
- Big block chevy will receive an extra 1/8lb (.125) per cubic inch weight break if the valve size is 2.300 or smaller and 4.375" or less bore size. Example: iron head 400 cubic inch engine will get 100lb total weight break if it meets these parameters

W Head Chevy 409/348

- Will receive 5/8lb per cubic inch weight break, meaning you must weigh 5.375lb per cubic inch
- Since no legitimate Old school tunnel ram has been produced that meets our rule set, it is legal to split a old school big block tunnel ram and move the ports to line up with your heads. This will still receive the 50lb old school intake weight break. The

finished product must look like it is externally unmodified. If you wish to do this, please speak with Quain as to what we are expecting for a finished product.

Small Block Ford

- Windsor and Cleveland heads have different rules as follows:

Ford Windsor head

- 5.875lb per cubic inch
- Heads must be factory 20-degree valve angle.
- No angle milling allowed.
- Maximum intake runner ceiling height is 3.00" from the deck of head
- Iron heads will receive 50 lb break as stated above
- Specific intake rules for Windsor heads:
- This will replace #3 from the intake rule section for this combo
- Can use spacer to adapt 8.2 deck tunnel ram to 9.2/9.5 deck block, or 9.2 intake to 9.5 deck block
- If using the 289/302 tunnel ram you can weld up to 3" up the runner for gasket matching the intake to the head if you do this spacer plates are NOT legal
- or
- A 3/8 spacer can be used below the intake for port alignment but no welding on the intake
- Or
- A ¼" or less spacer can be used and 1.5" up the intake runner can be welded
- Or
- Intake can be split down the middle and up to .400" added if old school intake is used. No welding on runner if intake has been split.
- The above modifications will still receive 50lb old school intake weight break if used on the old school intake
- 8.2 deck Holley hi ram is NOT legal
- If you wish to run the Holley Hi ram (tunnel ram) on the 9.5 deck block please contact us so that we can explain what has to be done

Ford Cleveland/Boss 302 Head

- 6lb per cubic inch
- Must be factory valve angle.
- All cast iron heads are legal.
- Cleveland/Boss 302 head maximum intake runner height is 3.300" from deck of head. The port on the head must not exceed this height limit as cast, meaning no blue thunder or other heads with the roof lowered will be legal
- Aluminum heads are allowed long as they are factory valve angle. This includes: Edelbrock, Trickflow, CHI, SCM, A3, C302, C302B, among others.
- NO C3 D3 Yates style head is legal
- High Port exhaust plates are legal.
- Intake spacers will be allowed to adapt a 9.5 deck block to a 9.2 deck intake
- 351c/Boss 302 iron heads are allowed to be filled

- All iron 351c/Boss 302 heads will receive 1/8lb(.125) cubic inch extra weight break. Example: iron head Cleveland/boss 400ci engine will be 100lb lighter than the aluminum heads for a 400 ci engine

Cleveland/Boss 302 specific intake rules

- This will replace #3 from the intake rule section for this combo
- All aluminum heads must run a cast tunnel ram or stack injectors, no exceptions.
- A 3/8 spacer can be used below the intake for port alignment but no welding on the intake

Or

- A ¼" or less spacer can be used and 1.5" up the intake runner can be welded

Or

- Intake can be split down the middle and up to .400" added but no welding on the runner. Only legal if old school intake is used
- These modifications will still receive 50lb old school intake weight break if used on the old school intake

Big Block Ford 385 series

- 2.35" max valve size
- Any stroke 3.59" or longer will fall into 5.375 lb per cubic inch category
- Any stroke 3.589" and under will weigh 6.625lb per cubic inch
- P-51 heads are legal
- SR-71 heads are NOT legal (based on further research this head was deemed too exotic
- AFR Heads are legal
- 385 series max port floor height .650" from the deck of head
- NO other aftermarket heads are legal, including the "A" style head, Ex 514, etc
- It does not hurt to inquire about the legality of a given head, but we intend on the AFR or P-51 being the best heads allowed

Ford FE

- Any pushrod ford FE running shorter than factory stroke must weigh 6.375lb per cubic inch
- Any pushrod FE running longer than factory stroke will weigh 5.375lb per cubic inch
- SOHC engine must be minimum 3.75" stroke. It will weigh 5.50lb per cubic inch

Hemi

- Stock stoke or longer will weigh 5.75lb per cubic inch
- Shorter than stock stroke must weigh 6.75Lb per cubic inch
- Stock valve angle only
- 2.25" maximum valve size
- All iron heads are legal and will receive an extra 1/8lb per cubic inch weight break, meaning a 400ci engine would receive 100lb total
- Hot Heads aluminum heads are legal
- If building a 426 style hemi inquire about legal head options before buying anything

Big Block Mopar

- 5.625 lb per cubic inch
- 15 degree minimum valve angle
- Max valve size 2.25" for B and RB engines
- If you are running iron heads you also get the 50lb weight break

- "B" engine rules :
- Minimum stroke 3.37"
- 440 source stealth and super stealth heads are legal
- Indy and Edelbrock Victor heads are NOT legal

- "RB" engine rules:
- Minimum stroke 3.75"
- If you wish to run shorter than these minimums listed you must weigh 6.625 lb per cubic inch

Small Block Mopar
5.875 lb per cubic inch

** All Mopar Engines, any head is legal as long as the factory bolt pattern and port layout is retained.** This means that a stock intake and valve cover will fit without external modification.

We repeat again, any dominant engine combination will have weight added to keep a level playing field
These rules are in place in order to provide most any combination of 60's or previous era engine and car a level playing field in a weight per cubic inch scenario. We have tried our absolute best to achieve this but realize there could be a dominant combination that arises that needs to be reeled in.
If any combination dominates, that combinations weight to cubic inch will be adjusted. Sorry but this will apply to every car that has the combination in question.

Legal engine blocks exterior styles:

- Dodge small block engine's 273, 318, 340, 360, 408,
- Dodge big blocks 361, 383, 400, 413, 426, 440, 392 and 426 hemi.
- Ford engine's 289, 302, 351 - Windsor 351, 400 - Cleveland, 429, 460, - 385 series FE, and "Y" block.
- Small block Chevy must be the old style
- Big block Chevy must be the old style
- Chevy 348 and 409 "W" block
- Any pre 1985 style Olds, Pontiac, Buick, or Cadillac engine.

If your engine block "STYLE" is not on the list above. (Email - Quain Stott at quainstott@live.com or call 828-863-1201)

Intakes & Carburetors

- Old school intakes that are cast to where the complete plenum can be removed will get a 50 lb weight break.
- The shoe box and cross ram that was made in late 1960's will get the 50 lbs weight break even though the plenum cannot be completely removed.
- 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, or any other period carburetor. We could be forgetting some so ask if your carburetor is not listed here. This means 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.
- Any single carb intake (dual plane, single plane) must be closed off under the plenum (You must not be able to look from the front and see through the back of the intake or from side to side to get the 50lb break. The only exception to this will be the early Edelbrock Tarantula and Scorpion intakes. Other intakes that will receive the weight break is the Torker or Streetmaster, almost all dual plane intakes, etc…
- Intakes that use three 2 barrel carbs, or 2 four barrel carbs that are low rise will receive the 50lb break
- Any internal intake manifold modification can be performed but must stay internal with the following exceptions:

- Welding and small changes for carburetors to fit or be turned straight.

- The extreme top can be modified to accept more than 2 carbs. Drawing must be submitted for approval.

- Outside top of the port at the head can be welded for gasket seal where the runner has been raised no more than 1.5" up from the head as long as a spacer .250" or less is used. If spacer over .250" is used, no welding on the runner is allowed. .375" inch maximum allowed spacer/adapter thickness allowed for small block Chevy.

- Intake adapter plates are only accepted if no other options are available to mate your intake to heads. Examples: 8.2-deck sbf tunnel ram on 9.2 or 9.5 deck block, or small block Chevy with raised ports may need thin plates to adapt heads to intake. Adapters will only be allowed on approval on an as needed basis, but not in attempts to gain extra horsepower. Tunnel Ram Dual carbs must be in line (No sideways carbs).

- For W head and SBF Windsor/Cleveland/boss 302 head, modified intake rules are listed in the engine rules section

- All external modifications must be finished so that the intake appears to have been unmodified (This means no exposed welding)

- Dual carbs CAN have the center hung float bowls.
- Single carb CAN use center hung float bowls.
- Cross Ram 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.

- No dominator style carburetor.
- Intake tops can be swapped from intake to intake if they are a direct bolt on

See the General Rules also

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