

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

H/Gas 2020 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:
- 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.
- 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.
- VW's may use stock front I-beam. May be modified with lowering adjusters.
- If A-Arm front suspensions are used must use unmodified Stock Stamped steel for car year and factory produced A-arms. Or modified front suspension to accept straight axle.
- 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. 11 lbs 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.**

end