

## **SOUTH EASTERN CRATE ASSOCIATION CRATE LATE MODEL RULEBOOK**

**RULE BOOK DISCLAIMER:** Rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES and REGULATIONS. They are a guide and are in no way a guarantee against injury or death to a participant, spectator, or official. SECA retains the right to make all decisions and reserves the right to make any rule changes/amendments with dispute or appeal.

**APPEAL PROCESS:** By participating in SECA sanctioned events, you forego any right to file any appeal.

**MEMBERSHIP FEES:** Weekly Membership Fee (\$100)                      **Tour Membership Fee (\$100)**

Drivers must be a SECA MEMBER to receive points. Points are NOT retroactive and you will NOT receive weekly points until membership is paid. Points begin on March 1, 2018 and end on September 29, 2018.

**POINT SYSTEM:** Races with 8 or more entries (35-34-33-32-31-30-29-28-27-26-25-24-23-22-21-20-19-18-17-16-15-14-13-12), (11 points for other starters), & (10 points for drivers attempting but not starting main)

Races with less than 8 entries (34-33-32-31-30-29-28) & (10 points for drivers attempting but not starting main)

**Awards Banquet:** Drivers/Owners are expected to attend or have a representative attend. If you do not send someone to the banquet, you will forfeit all awards/monies. In the event of a tie for any championship, tiebreaker will be determined by the driver with the most wins, then 2nd place finishes, etc. If a tie happens in any other position, the tie remains with point fund monies added up between the tied positions and split equally.

**ENGINES:** All Engines and parts must be as from factory and all components thereof.

Any "unauthorized" changes will result in disqualification, no points, fines and other possible penalties including but not limited to being barred from SECA sanctioned competition. This includes, but is not limited to, harmonic balancers, valve springs, push rods, rocker arms, aftermarket valve covers etc.

NO power producing/performance enhancing methods allowed via (includes "breather system" modifications)

IF CAUGHT CHEATING "WITHIN THE BOLTS" (INCLUDES "AFTERMARKET" VALVE SPRINGS)  
Driver loses points, is fined \$1000, and is barred from competition for 365 days. Driver cannot compete at any WEEKLY SANCTIONED TRACK. Track event: (Track receives 25% of \$1000 fine once paid). Car owner (if separate) will be fined \$500, or any penalties decided by SECA management. SECA may uphold other crate sanctioning body suspensions for engine tampering inside the bolt (engine infractions only).

Engine Seals: GM Factory Bolts (untampered), SECA, FASTRAK, NeSmith, Rush, or NDRA seals ONLY!

**Oil Pumps must be Factory GM Oil Pressure (45 pounds or less at 1500 RPM)**

**ENGINE PROTESTS & CLAIM RULES:** GM 604 HP \$6000 Claim. Participants refusing to allow claim will be considered *illegal within the bolts* and penalties according to such will apply. Protest Rules: Top 5 main event finishers can protest any Top 5 finisher (Track Protest Rules May Apply). Claim fee must be paid within 5 minutes of protested car crossing scales.

**COMPLETE ENGINE PROTEST RULE:** Protest Fee is \$1000 and **Acceptance Fee is \$400**. The winner of the protest receives \$1000, the track receives \$200, and the SECA selected technical inspector receives \$200. In the case of a full engine protest, track representative will claim entire engine and meet at "selected" technical inspector's business at the appointed inspection time. Illegal parts may be confiscated and destroyed!

**WEIGHT:** GM 602 Car & Driver (2200) & GM 604 Car & Driver (2350) (track may/may not allow burn off). Cars with a factory GM sealed engine will receive a 25 pound weight break. **Cars with a 10lb Automatic/Manual FE-36 Fire Suppression System will receive an additional 25 pound weight break** **No weight break for Head & Neck Restraints or Full Containment Seat.** NO lead bolted to the rear axle. Claimed weight must be displayed on hood, roof, or left front fender in highly visible area for officials.

**CARBURETORS:** Must have 1 11/16<sup>th</sup> base plate maximum. Maximum venturi measurement 1.375 Billet base plate may be used (.780 MAXIMUM thickness). Carb Spacer 604 - 1" inch maximum (NO TOLERANCE) 602" 2 inch spacer maximum (NO TOLERANCE) Spacer may not protrude down into intake at any point. One gasket per surface .070 maximum Normal aspirated carburetor only. No fuel injection. No nitrous oxide. No aerosol carburetors. Two throttle springs STRONGLY RECOMMENDED. No added lines to carburetor affecting air, fuel flow, pressures, additional gases and/or chemical.

**FUEL SYSTEMS:** Mechanical fuel pumps only. NO electric fuel pump of any type allowed.

**EVACUATION SYSTEMS:** EVACUATION SYSTEMS ARE NOT ALLOWED! This means any type vacuum system. Includes vacuum from that of breather system and/or any other means of "pressure evacuation"

**HEADERS:** Tri Y headers are not legal. No merge collectors.

**OIL PUMP:** Wet sump only. No external oil pumps (even if considered "wet"). Remote oil filter and lines permitted. Remote oil filter allowed (ONE). Oil cooler allowed (One)

**DISTRIBUTOR:** No magnetos. Electronic ignition allowed. MSD type box allowed. No crank triggers or devices that allow external adjustment of timing.

**ELECTRONIC DEVICES:** No electronic devices thereby enhancing adjustment of car allowed. Traction control is NOT legal. No remote control devices allowed at ANY time. No electronic devices controlling shocks. Exotic materials (titanium, carbon fiber, etc) are illegal. Carbon fiber drive shafts are legal (safety).

**TRANSMISSION:** No straight drives. No in and out boxes. Transmissions without "exotic materials" allowed. It must have working clutch with forward and reverse gear. Drive shafts should be painted white with car number. This is a safety issue! Drive shaft loop is highly recommended. This is a safety issue for all competitors. Automatic transmission allowed. Air shifters not allowed. Carbon fiber, aluminum or steel drive shafts permitted. Engine setback is 25 1/2 inches (measured from center of ball joint to front of engine plate).

**REAR ENDS:** Any Standard Quick Change Rear End. No open type (sprint car) rear ends. 9" Ford rear end or similar type rear end not permitted. No exotic metal moving parts within rear end including wheel studs.

**BRAKES:** All cars must have operational 4 wheel braking systems. Electric or manual proportioning valve permitted. Carbon fiber, titanium or other exotic materials are not legal. Brake Rotors must be magnetic.

**WHEELS:** Maximum 14" steel or aluminum (bead locks permitted). Carbon fiber or titanium is NOT legal.

**TIRES:** Hoosier HTS 1350 & 1600 (DRS 1600 OK). No Grooving or Siping (Buffing permitted). Crate Racin' USA D21 & D55 OK (NO Steer Tires)! HTS 1600 "may" be mandated on RR (track discretion)

Tires may be inspected at any time (numbers, specs, altering, etc). Tires may be checked by independent lab for 'treating' and other alterations. Tires not conforming to manufacturer's benchmark will be deemed illegal.

SECA reserves the right to alter tire rules for the standpoint of "SAFETY AND LOCAL TIRE RULES" SOFTENING, CONDITIONING, and TIRES NOT CONFORMING TO MANUFACTURER'S BENCHMARK ARE ILLEGAL! TIRE PROTEST (Not all weekly tracks have this) SECA is working to help build this process throughout all of our member tracks. There are NO appeals and the lab results are FINAL!

Each track may have different fee and/or procedure for tire protest. Contact the track and be aware of track rules

(Penalties based on 365 day period from time of infraction)

**1st Offense:** \$1000.00 fine, loss of points, loss of prize money, ONE race reduction on end of year standings (SECA will only score 14 races), and a 50 point deduction to year end points total.

**2nd Offense:** \$2500.00 fine, loss of points, loss of prize money, ONE race on end of year standings (SECA will only score 13 races), and a 100 point deduction to year end points total.

**3rd Offense:** \$5000.00 fine, loss of points, loss of prize money, and suspension to be set at SECA discretion.

\$500 of each fine goes to the track where the tire was found not to conform to benchmark set forth by Hoosier.

**FIREWALL:** Must be approved firewall (Series Official). Edges of firewall should be completely 'sealed' with silicone, the floor should be reinforced for safety, and sheet metal beside driver should be strongly reinforced.

**BODIES:** SECA will utilize the body rules set forth in the diagram published by the NeSmith Racing Series.

Body Diagrams: <http://nesmithracing.com/touring/wp-content/uploads/2017/12/2018-National-Rules.pdf>

**Exception: Deck Height (measured at center) must be maximum of 39" (cars must have a 92 tire on RR)**

No raised or gurney lips. Doors and quarters must be flat (no rolled/inward curves - may have outward roll). No tunneling allowed underneath body, along the frame or around the fuel cell area. Stone shield for remote oil filter or transmission near rear engine plate allowed (24" x 24" maximum)

**SPOILERS:** (8" Max) must be made of solid material (Lexan, sheet aluminum, or material of equal strength). Spoiler & Spoiler Supports should be made of equal materials in all areas (NO open spoiler supports). Spoiler width and angle must be same at all points across spoiler (no varying spoiler heights of spoiler angles)

**ROOF SUPPORTS:** Both sides must be made of equal material. Window openings OK but must be the same size opening on both sides (2" tolerance). Both sides must be open or closed (same material must be used).

**ELEPHANT EARS:** Elephant ears allowed (5" maximum) and measured with straight edge down to hood.

**INTERIOR:** Interior body work may be dropped a maximum of 4 inches below the door. Drop interior must be enclosed at firewall in. Flat interior must maintain a minimum of 11 inches from roll cage to allow for easy exit in case of emergency. Plastic glare shield permitted at front of cockpit as normal method (4" max height).

**ROLL CAGE:** No aluminum or titanium cages permitted. All tubing must be a minimum of 1 1/2 inches and a minimum of .083 wall thickness. Three bars in driver's side mandatory, two bars in right side mandatory. Must have a minimum of 1 inch bar, .083 wall thickness in halo section running either front to rear or diagonal across

**DRIVER COMPARTMENT/SAFETY:** SAFETY IS YOUR RESPONSIBILITY. Cars must have 3 Inch Seat Belts with shoulder harness attached to roll cage (3 years max. age recommended). Cars must be equipped with a 2 Pound ABC Fire Extinguisher (SECA recommends 5 LB. Halon System) Drivers must wear complete fire suit (Gloves recommended). Full Containment Seat and Head & Neck Restraints recommended! For SAFETY, hoods must be able to be removed without having to remove bolts, air cleaner, air boxes, etc.

**FUEL CELL:** Must be mounted behind rear end housing between frame rails in "industry standard" area and must be secured with minimum of 2 steel straps (other state laws may apply). Straps must be 2 inches wide x 1/8 inch thick and mounted inside fuel cell steel box. No part of fuel cell may be below bottom of rear housing.

**FUEL:** Gasoline and Racing Gasoline ONLY (E-85 is NOT allowed)! Fuels must have a Specific Gravity of .745 or less. Fuels with a Specific Gravity greater than .745 are illegal and driver will be disqualified! The following companies have provided samples, should SECA wish to utilize fuel testing. (Renegade-VP-Klotz)

**SHOCKS:** **There is an \$800 Claim Rule Option. This claim rule includes the shock ONLY (no bumps, springs, coil over kits, etc). The claiming process for a shock will mirror the same claiming process used for engines. Any attempt to refuse "shock claim" or damage "claimed shock" will result in immediate disqualification from event, \$500 fine, and is subject to additional penalties at the discretion of SECA.**

**1. Shocks, at any position on the race car, including lift bar and torque arm shocks must be constructed of magnetic steel or aluminum. "Thru Rod" style shocks NOT PERMITTED. Remote reservoir shocks are permitted. All shocks must have no more than 2 external adjusters. Remote reservoirs may only have 1 external adjuster. Adjuster mechanisms must not be hidden by the rod end. Adjuster mechanisms must be on the shock body, the shock rod, or on the remote reservoir. Cockpit adjustment shocks, shocks adjustable by remote, or ANY SHOCK that can be electronically adjusted in any fashion are NOT PERMITTED. Cartridge style shocks, mass inerter style shocks, or dampers are NOT PERMITTED.**

**2. Shock rods (3/4"max. diameter) must not surpass 250 lbs of pressure (extended at room temperature).**

**3. Standard late model shock equates to 1 shock per wheel except on the left rear, in which 2 are allowed (1 in front of rear end and 1 behind). Shocks must be mounted vertical to axle tube. No horizontal shocks allowed. No Air Shocks, Air Springs, Air Bumps, or Air Dumps. (These are not allowed in SECA)**

**REAR SUSPENSION OVERVIEW** (Rules are per the Unified Dirt Late Model Committee): Rear suspension designs and applications are constantly evolving. Although the intent of the rear suspension rules are an attempt to accommodate the majority of suspension and suspension component designs and applications currently being used in competition, the rules cannot be absolute. Any and all new designs or modifications to an existing suspension and/or suspension component must be communicated to and approved by the Series Director before

being used in competition. Rear suspension may utilize either coil or leaf springs. Rear suspension configuration of current designs known as 3 link, 4 link, cantilever, Z link, or swing arm designs may be used.

**Rear Suspension Frame Mounts:** All frame suspension mounts must be fabricated using magnetic steel. Frame suspension mounts may be a single or double shear configuration for mounting suspension components. Single shear frame suspension mounts must be a minimum of 1/4 inch in thickness. Double shear frame suspension mounts must be a minimum of 1/8 inch thickness on both sides of the mount. All frame suspension mount component mounting holes must be round and sized correctly for the fastener being used. Clearance between the fastener and the mounting hole must not exceed common industry standards for fastener clearance.

**Axle Housing Mounts:** Only one (1) axle housing mount per side permitted. Axle housing mounts may be a solid (welded) type or a floating type design. Final assembled axle housing mount must be one (1) piece mount. When a floating type mount is fabricated using two (2) pieces, the two (2) pieces must create a common one (1) piece pivot (barrel). The two (2) pieces must be fastened or welded together to prevent independent movement of the two (2) pieces. The axle housing mount must attach directly to the axle tube with clearance only to permit rotation of the entire mount. Fore, aft or vertical movement of the mount or the axle housing within the mount will not be permitted. Axle housing mounts may be fabricated from magnetic steel or aluminum. Mounts for suspension attaching (radius) rods must be an integral part of axle housing mount. The mounts may be single or double shear configuration. When using a single shear configuration, a minimum thickness of 1/4 inch for magnetic steel or 1/2 inch for aluminum is required. When using a double shear configuration, a minimum thickness of 1/8 inch for magnetic steel or 1/4 for aluminum is required. Dynamic movement of any mount other than movement created in normal suspension travel is not permitted. Mounting of any component(s) other than suspension attaching (radius) rods or shocks is not permitted on axle housing mounts.

**Rear Suspension Attaching (Radius) Rods:** A maximum of two (2) attaching (radius) rods per side will be permitted. Attaching (radius) rods may be fabricated from magnetic steel or aluminum. Attaching (radius) rods may be solid or tubular material. The material may be round or hexagon in shape. Spherical rod ends or steel clevises must be used at the end of each rod for pivoting, static length adjustment, and mounting. Bushings of all types will not be permitted. The final assembled attaching (radius) rod must not have the capability to change length dynamically by any means or devices. Spherical rod end sizes may be a minimum of a 5/8 rod end body with a 1/2 inch bearing to a maximum of a 3/4 inch rod end body with a 3/4 bearing. In all applications, the correct size fastener must be used when mounting the spherical rod end to a bracket (example: 1/2 fastener must be used with a 1/2 bearing and mounting hole). Attaching (radius) rods must mount directly to the frame suspension mount at the forward end and to the axle housing mount at the rearward end. All rear suspension fasteners must be magnetic steel with a minimum diameter of 1/2 inch. The use of grade 8 fasteners is highly recommended. All fasteners must be correctly sized for component and application of use.

**Rear Droop Limiter:** One (1) droop limited chain per side will be permitted. The droop limiting chain may incorporate bump stops and/or springs. The droop limiting chain must attach to a collar type mount on the rear axle tube and to the frame assembly directly above the lower mount. Droop limiting chains must be mounted vertically. A droop limiter may utilize a bump stop or spring type connection. Any enclosed connector device may be considered as a shock absorber and counted in total number allowed.

**Torque Control Devices:** Lift arm assemblies and pull bars will be permitted.

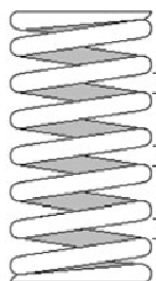
**Axle Housing/Rear Differential:** The axle housing must be of the “closed tube” design utilizing “full floating” magnetic steel axle shafts. Center section of axle housing must be manufactured of aluminum or magnesium. Axle tubes must be 1 piece and manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic, heavy materials NOT permitted. Outside diameter of axle tubes must not exceed 3”. Axle tube internal inserts or external sleeves not permitted. The addition of any ballast weight to axle housing is not permitted.

**Axle Housing Mounts (Birdcages):** The only materials allowed in fabricating axle housing mounts (birdcages) are aluminum or magnetic mild steel (no axle housing mounts of exotic or heavy materials). When fabricating axle housing mounts detail must be paid to functionality. The completed axle housing mounts (comparing right and left sides) must be as similar in design as possible. No Split Birdcages!

**Rear Suspension Attaching (Radius) Rods:** The only materials used to fabricate attaching (radius) rods permitted are magnetic steel or aluminum. Aluminum attaching (radius) rods may be solid or tubular material. Magnetic steel attaching (radius rods) must be tubular (maximum wall thickness of 3/16 inch). No spring rods or devices which change dynamically through the use of a spring to like device. 4 link mounts on chassis must be solid and cannot be sliding (flexible rod mounted to chassis must not move)

**SPRINGS:** Front must be conventional coil springs. Rear may be conventional coil and/or leaf springs

1. All coil springs must be of conventional design with closed ground ends. Barrel design springs are permitted. All coil springs must be manufactured from magnetic steel. Spring preload adjustments for coil springs must be made using the threaded mechanical adjusting nuts on the shock body only.
2. Leaf springs must be manufactured from magnetic steel or approved composite materials. Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.
3. Other than dampening by the shock absorber, any other method or device that affects spring preload or race car heights is not permitted, including but not limited to hydraulic, pneumatic, or electronically controlled adjusting devices (static or dynamic).
4. One conventional coil spring will be permitted per shock per corner of the car. Only one LR shock can have a spring. One standard helper or take-up spring will be allowed per shock with a maximum rate of 30 lb/in. No other stacking of springs allowed.
5. Progressive or digressive springs, including “dual rate” springs are not allowed. When measured, the coil spacing after the first closed coil must be consistent for the full length of the spring.



After the first closed coil, spring spacing must be consistent throughout the length of the spring - max variation 1/4" from largest gap to smallest gap

**RADIOS:** Radios ARE NOT legal (Track discretion). A working Raceceiver is mandatory.

**INSPECTION:** Must have “92” tire on RR of car, shocks must be uncovered, and hood must be removed

**INDIVIDUAL TRACK RULES:** Note that track rules on an individual basis may override SECA (burn off, RR tire selection, weight breaks for safety, mufflers, window nets, gloves, etc). Check with individual track.

**DISCLOSURE STATEMENT:** YOU ARE ENTERING INTO A LEGAL AGREEMENT BY COMPETING IN ANY SECA SANCTIONED EVENT. IN THE CONTINUED INTEREST OF SAFETY AND COMPETITION, SECA RESERVES THE RIGHT TO ADJUST/AMEND ANY RULE AT ANY TIME!