

# 2018 South Eastern Crate Association Crate Sportsman 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 (\$60). You MUST be a member to receive points. Points are NOT retroactive. You will NOT receive points without a paid membership (March 1 - 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.

**Unless otherwise stated or approved by in this rulebook and/or SECA official, the expectation is STOCK!**

**BODY:** The objective is to keep the cars looking similar and as close to stock as possible. Though they may not be protested the bodies may be observed, measured, etc. If SECA/track officials do not like it, you will be asked to change it, add weight or anything the officials seem fit but not limited to being told you can't race.

No exposed bars allowed. Body must sit on frame in OEM position. Aftermarket (track approved) dirt bodies allowed. All bodies should carry original body lines (ARBodies OK)

**WHEELBASE:** - Stock wheel base for chassis being ran. ANY CHASSIS WITH A WHEEL BASE SHORTER THAN 108" WILL NOT BE ALLOWED.- NO jeeps or station wagons.

**NOSE:** Rubber nose OK... Nose must match tailpiece. (If you have a Camaro nose, you must run a Camaro tail piece, Monte Carlo, Nova Charger etc.) No Exotic or late model style noses, or elephant ears allowed.

**TAILPIECE:** Must run FULL tailpiece rear of car. Tailpiece must match "model" of nose. (M.C tail=M.C nose) (Camaro tail = Camaro nose) Bumper Cover cannot be made of sheet metal.

**COCKPIT:** Must run complete, enclosed cockpit. You must have a steel floor pan under driver. Front firewall location may be moved for engine clearance. (unibody cars, please see below)

**SPOILER:** Height (Maximum 6"). Side spoilers (6" x 12"). You may have one 4" spoiler inside car.

**WEIGHT:** SECA Sealed (3100 pounds) and GM Sealed (3050 pounds). SECA or GM sealed cars with a 10lb Automatic/Manual FE-36 Fire Suppression System receive additional 25 pound weight break. All Johnson Chassis cars are to weigh 3150 pounds (no GM sealed engine or fire suppression weight break).

**CHASSIS & SUSPENSION:** Front Suspension components must remain stock or stock type for type of chassis running, unless otherwise stated. This includes draglinks, tie rods, spindles etc. FRONT SUSPENSION!

**All chassis brands used in SECA Sportsman must sit at least 7.5 inches above ground level at all points!**

Steering - stock type - Quickeners OK.

Front spring spacers OK. NO front screw jacks allowed. Only OEM rear trailing arms allowed. Rear spring-jack bolts OK. Rear spring buckets Ok. (Rear Jack Bolt Buckets can be NO taller than 6 inches)

Springs may be changed (stock location). Racing springs OK (No stack springs). 1 spring per wheel allowed.

A-Frames - Upper control arms may be tubular steel or modified OEM. Longer GM stock type Ball joints OK on upper only (No Screw in ball joints). Lower control arm must be OEM for frame used, must remain unaltered in stock position. Stock type replacement ball joints only. (NO long ball joint may be used on lower) (NO Screw-In ball joints Allowed). No mono-balls allowed. You must run rubber bushings only.

**SHOCKS:** FRONT - Bilstein AK1043 ONLY (Front shock can only be raised 3" or lowered 2" and must use lower stock mounting points). REAR - Bilstein SSR1 ONLY (may move rear shocks). No bump stops allowed on ANY shocks. (Unibody cars will need to make brackets with a stud to allow SSR1 shocks to mount up)

Engine setback - #1 plug even with center top ball joint.

Framework may be reinforced. Unibody cars (frames) must have stock floor pan and must be in stock location. Tubing may run from front most rear spring mounting points (at intersection of frame and rear portion of the unibody) to the first turn-up of the front frame rail only. Mounting points for front frame rails must remain bolted in position. Frame may be X braced. Rusted out portions of floor pan may be patched. All suspension points must be in stock location. (Shock mounting points may be reinforced.)

UNIBODY cars must have stock floor pan & firewall (must be in stock location – no exceptions)

JOHNSON RACING X.Y.G Metric CHASSIS is the ONLY aftermarket chassis allowed ([johnsonchassis.com](http://johnsonchassis.com))

Johnson SECA or Crate Racin USA X.Y.G TUBULAR FRAMES ALLOWED. ALL TUBULAR FRAMES WILL BE SERIAL NUMBERED. ANY TUBULAR FRAME WITHOUT THE SECA OR CRATE RACIN SERIAL NUMBERS WILL BE CONSIDERED ILLEGAL. ANY Johnson FRAME OR REPAIRED CLIP FOUND ALTERED COULD RESULT IN SEVERE FINES AND SUSPENSIONS FOR THE RACER.

Stock Metric frames have the option to be repaired with SECA or Crate Racin USA tubular front and/or rear clip. Front and Rear Clips will also have SECA or Crate Racin USA serial numbers.

Stock Metric frames may run the following Johnson parts: Left Upper A Frame (JCI-09-02-003R), Right Upper A Frame (JCI-09-02-003L), Left Lower A Frame (JCI-09-02-01RC-L-SP), Right Lower A Frame (JCI-09-02-01RC-R-SP), Rear Upper Trailing Arm (JCI-09-03-04B), & Rear Lower Trailing Arm (JCI-09-03-03B).

**ENGINE:** All engines MUST be factory sealed from GM or by sealed by SECA certified builder. GM crate motor only. Part #88958602 (350 stock circle track engine-88958602) May rebuild, must use GM parts as set forth by GM. (Notice: GM changes parts/ and or part numbers and this is often done without prior notice to SECA or its affiliates. SECA takes all relative information into consideration. Any HEI distributor - Can be locked out. Vacuum optional. (May use any stock or any replacement cap, any rotor button) May run a MSD,DUI etc HEI module. (No Magnetos, Crank Trigger Systems, or Ignition Boxes)

**CARBURETOR:** - Box stock 650 Holley #4777. May remove choke flap only. No four corner idle screws. You may drill holes through butterfly. (May change jets, power valve, plastic secondary squitter arm replacement OK ) You must run a 1" open spacer. Spacer cannot be tapered, radiused or beveled. Inside walls must be flat. Please use Allstar Performance 25981 for a reference of what an open spacer is.

NO cold air boxes, (No metal or plastic allowed under the breather/and or carburetor). This includes any metal or plastic that may direct air), may cut hole in hood for air cleaner with max. 4 1/2" tall scoop or air deflector. Scoop may be no more than 4" wider than air cleaner. Spacer from Air Cleaner seal surface on Carburetor to base of Air Cleaner seal allowed, with max length of 4 inches.

**EXHAUST SYSTEM:** Schoenfeld #186 & #186CM ONLY (There are multiple #186 headers, these are the only two that measure as follows 1 3/4 Tube Diameter. 3 1/2 collector diameter x 8 collector length) No "X" or merge type pipes allowed. Maximum of 12" pipe ONLY (measured from end of collector), has to be the same diameter of collector. No additional pipe/tube/obstructions etc can be used to extend or create an extension of the exhaust or to create more back pressure. (ex. leaving a gap and mounting or hanging another pipe)

No electric radiator cooling fans. No mufflers allowed (unless track has mandatory requirements)

Aftermarket pulley system & belts OK. Any plugs and plug wires OK. No electric water pumps

**FUEL SYSTEM:** Track fuel ONLY. Fuel Pump (stock type, mechanical only). Fuel cell is mandatory

**DRIVELINE:** Single disc, stock or stock equivalent clutch or replacement clutch only. Clutch must have solid lining only. You must have spring(s) in clutch.

Pressure plate must be stock or stock replacement only (steel only). Hydraulic throw out bearing ok. Pressure plate must weigh a minimum of 12 lbs. (This is to be weighed alone) If it is determined that you have modified, or altered the pressure plate, IT IS WRONG)

Flywheel- GM P/N 14088646 or aftermarket equivalent. 12.75" diameter. 14 lb. Min. weight.

Scatter shield or 3/16" plate around flywheel area-MANDATORY

**TRANSMISSION:** GM Saginaw or Muncie manual transmission 3 speed only. ALL working gears forward & reverse. All forward gears must be helical cut teeth. You may run 350 or 400 turbo automatic with OEM working torque converter. Flex plate must be GM #14088765 or GM #14088761. No power glides. (Transmission internal parts can NOT be polished, coated, or lightened.)

**DRIVE SHAFT:** Steel only (1 1/2" min. diameter)

**REAR END:** Stock factory or 9" Ford. Any ratio OK. Posi-traction or locked OK. Floater OK. 9" Ford mounting points must be stock type with NO adjustability. 4 1/2" max - 3 1/2" min from center of the axle tube to center of trailing arm bolt. (ANY ADDITIONAL HOLES MUST BE REMOVED) Gun drilled axles OK, Any gear OK. Polished & lightened ok. No titanium.

**REAR TRAILING ARMS:** Lower (OEM rear trailing arms only - must remain stock), Upper (May change length or relocate bolt hole for pinion angle), Left & Right Lower & Upper Trailing Arms must be same length.

**BRAKES:** Stock type (4 wheel disc OK). No aftermarket or aluminum and they must have operational 4 wheel braking system. (No functional/non-functional brake cutoff allowed). NO Scalloped Rotors. Drilled Rotors, Racing Pedals, Adjusters, & Dual master Cylinders are OK.

**TIRES & WHEELS:** 8" steel wheels and **8" Hoosier H500 ONLY**. Large wheel studs and Bead locks OK.

**CLAIM ITEMS (main event only):** Drivers finishing inside Top 5 can claim from another driver in Top 5  
Front Shock (\$80) – Rear Shock (\$125) – Transmission (\$300) – Carburetor (\$450) – Distributor (\$200)

Claim cost may change due to price changes from manufacturer. Any parts being claimed will be inspected as follows: Carburetor (Check Part # Only), Transmission (Checked For 3 Working Forward Gears & Reverse), Shocks (Visual Inspection For Part # Only), and Distributor (pulled out and handed over, there is no inspection, claim is sold as is and includes distributor, cap, rotor, and module. If claimed is refused or part is visually wrong based on above, driver (illegal parts or claim refusal) is disqualified with no event points or winnings.

**PROTEST:** Items not covered below are considered track protest items and therefore track protest rules apply.

Complete engine teardown: \$1000 (**\$400 acceptance fee**) - Engine will be impounded and checked by certified builder (\$200 to the builder, \$200 to the track, & \$1000 to the winner of the protest).

Clutch Assembly Protest including clutch disk, pressure plate & flywheel (\$200 - Track retains \$100). Tire Protest Fee (\$125.00 - \$125 acceptance fee). Fuel Protest Fee (\$50.00). Track protest process may apply.

Looking for small or unimportant errors or faults will not be tolerated or allowed. We are aware that this rule book may not cover every situation or issue. Officials have final say on ALL protested or claimed item issues.

IF CAUGHT CHEATING "WITHIN THE BOLTS" Driver is fined \$1000 and suspended from SECA Crate Sportsman competition for 365 days. All weekly championship points are forfeited and driver cannot compete at any SANCTIONED TRACK in Crate Sportsman during suspension. Track event: (Track receives 25% of \$1000 fine). 2nd Offense will result in immediate disqualification and a suspension set at discretion of SECA.

IF YOU ARE CAUGHT COMPETING WITH TIRES THAT FAIL TO MEET THE BENCHMARK SET FORTH BY THE TIRE MANUFACTURER (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.

**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.

ANY ITEM(S) NOT SPECIFIED ABOVE MUST BE APPROVED BEFORE HAND OR IT IS NOT LEGAL!

**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