

# East Coast Gassers Guidelines and Rules

The East Coast Gassers was founded to educate and promote an interest and appreciation of the most popular class of drag racing from the 1950's through the 1970's. Our goal is to put on an exciting nostalgia style drag race, while all along, resembling the outward appearance of the cars from that era. We are a family friendly organization having fun doing what we love best!

The following eligibility rules were drafted to be sure that all cars considered meet the requirements of the East Coast Gassers, as it is a true Nostalgia Gasser Association.

1. Cutoff date is 1966. All model years and body types must be approved prior to being accepted as a competition Racing Member. 1966 is the last year accepted for competition cars, with the exception of six body styles, (Chevelle, Fairlane, Falcon, Nova, Comet, and Cyclone), which can be allowed up to 1967.

2. All cars must dial a 12.99 ET or quicker.

3. All cars must meet NHRA/IHRA safety requirements, (depending on host track).

4. Front and Rear End Heights:

Choice "A"

Cars with a 100-inch wheelbase and longer; 12 inches from the bottom of the front fender (immediately behind the front wheel) to the ground, and 11 inches from the bottom of the quarter panel (in front of rear wheel) to the ground.

Cars with less than a 100-inches wheelbase; 11 inches from the bottom of the front fender (immediately behind the front wheel) to the ground, and 10 inches from the bottom of the quarter panel (in front of rear wheel) to the ground.

OR

Choice "B"

Straight Axle, with no minimum front end height requirements.

\*Straight Axles are not mandatory but encouraged.

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Front Ends can be raised by using any one of the following means.

- Ball joint Spacers
- Coil Springs
- Coil Overs
- I Beams (Corvettes)

5. All cars must have at least 3 of the following items.

- Tunnel Ram with carburetor(s) protruding through hood
- Stacked Type fuel injection
- Fender well Headers
- Tilt Nose
- Front Bumper Removed
- Moon Tank
- Ladder Bars
- Radiused Wheel Wells (Rear tires may be flush with the body or protruding outside the body no more than 5 inches)

6. Wheelbase CAN NOT be altered more than 1 inch from the stock location.

7. Hoods are required on all cars. If using a hood scoop, it must be period correct.

8. Front Fenders (Coupes/Sedans) Must have production type automobile fenders. Stock reproduction fenders are permitted, including fiberglass.

9. Rear Fenders may be radiused to allow rear tires to stick out of the fender up to 5 inches.

10. Pick-Ups must have an original style, standard height, and width bed, with a minimum of 36 inch in length. Tailgates are optional.

11. Any automotive type engine is allowed. No diesel engines will be permitted.

12. Any standard or automatic transmission is allowed.

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13. Any type of rear end is allowed. Quick change rear ends are permitted.
14. Transmission brakes are allowed.
15. Line Lock systems are allowed.
16. Any ignition system is allowed, whether battery operated or magneto style.
17. Any rear suspension is allowed.
18. Any braking system is allowed.
19. Cars with spindle mount front wheels may run without front brakes.
20. No data recorders are allowed and may NOT be installed in the car.
21. No delay boxes are allowed and may NOT be installed in the car.
22. No air shifters are allowed and may NOT be installed in the car.
23. Any steel or aluminum cylinder heads are allowed.
24. Rev limiters are only allowed to protect the engine and CAN NOT be used to control the car's launch. If a car has a two-step box, the low side chip must be removed. Non-adjustable, mechanical throttle stops may be used; however, it CAN NOT be controlled while the car is in motion. Mechanical throttle stops must be permanently installed under the gas pedal or on the throttle linkage only.

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25. Superchargers are limited to 6:71 roots-type ONLY. NO turbochargers allowed.
  26. Any type camshaft and valve train are allowed.
  27. Any intake and carb combination or mechanical fuel injection is allowed.
  28. NO electronic fuel injection or nitrous injection is allowed.
  29. NO modern-looking snorkel scoops or aero wings are allowed.
  30. Only gas and alcohol are allowed fuels. NO Nitro methane or Nitrous Oxide is permitted. If Nitrous Oxide is installed in the car, both the bottle and the solenoids must be removed from the vehicle not merely disconnected.
  31. All cars must run with open headers.
  32. Wheels, period correct ONLY.
    - NO Center Lines
    - NO Pro Stars
    - NO Super Tricks or any other billet wheel that is circa 1967 or newer
    - NO Weld Wheels
- Approved Wheels (which must be 1966 and older)
- |                 |                          |
|-----------------|--------------------------|
| -American Rebel | -Keystone                |
| -Aluminum slots | -Rocket Racing Launcher  |
| -Cragar SS      | -Steelies                |
| -Chrome Reverse | -Team III Wheels         |
| -ET's           | -Torque Thrust D         |
| -Halibrands     | -Torque Thrust Originals |

\*This includes any reproduction wheel that is period correct.

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33. Rear Tire Width (as printed on tire) is a maximum of 12 inches. Cars 9.99 and faster are allowed up to 15 inches with Tech Committee approval.

34. Cars MUST have a period correct paint scheme or primer. NO wild or modern graphics allowed. No car shall promote a bracket car appearance.

35. All cars in competition will be permanently lettered with a class designation (AA/GS, A/G, B/G, etc.). Vinyl or paint lettering is allowed. Class is determined by the total car weight divided by total cubic inches of engine displacement.

Designations: A/G, B/G, C/G, D/G, E/G, and F/G, preceded by car number.

Class 'A' – 5.00 to 6.99 lbs. per cubic inch.

Class 'B' – 7.00 to 8.99 lbs. per cubic inch.

Class 'C' – 9.00 to 10.99 lbs. per cubic inch.

Class 'D' – 11.00 to 12.99 lbs. per cubic inch.

Class 'E' – 13.00 to 14.59 lbs. per cubic inch.

Class 'F' – 14.60 or more lbs. per cubic inch.

36. The ECG club logo must be displayed on both sides of all cars in competition. In addition, all sponsor logos must also be displayed on both sides of the vehicle at any ECG Points Series Events.

37. Anyone wishing to join ECG must have been an approved member seven days prior to their first race.

\*All cars are subject to the approval of the Tech Committee.

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1. Dues must be received by March 1<sup>st</sup>, or the driver will not receive points for the first race attended.
2. It is highly recommended that the Club Members park together in the pits.
3. All Drivers are required to come to the ECG tent, upon arrival at the track, to check in.
4. All Drivers are required to attend the Drivers' Meeting at every event, prior to the first round of eliminations. During the meeting, a Race Coordinator will be selected for that day of racing. The Race Coordinator's primary responsibilities are point of contact for drivers while in their cars from staging lanes up to starting line, trips to tower, and drawing out ladder at the ECG tent.
5. If a Driver is unable to make first round, notify the Race Coordinator IMMEDIATELY so the ladder can be adjusted.
6. All races are run on a dial-your-own time, using a full .500 Sportsman tree. The elimination ladder is built by the host track, based on the Driver's best reaction time (R/T) during the qualifying runs. First round bye's if any, will go to the best R/T in the qualifying runs.
7. Subsequent round bye runs will go to the best R/T in the prior round. Only one bye run per race is allowed, the Race Coordinator will adjust the ladder if needed. This does not include competition byes.
8. Lane choice, in all rounds, will be decided by mutual agreement. If an agreement cannot be reached, lane choice will be decided by a coin flip.
9. All points awarded will be given to the driver and not the race car. In the event of breakage, Drivers cannot switch cars during the event. Drivers must finish the race with the car they started with.

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10. Two Racing Members sharing a car have the option of collecting points as a team or racing individually and keeping their points separate. Teams must declare they are a “team car” by March 1<sup>st</sup> and are limited to two declared drivers.

11. There is a “No Break Rule”. That is, if a winning car cannot make the next round, the loser will not advance in his/her place. A competition bye will be awarded to the Driver that was to race the car that was unable to continue.

12. Every Driver that arrives to the track with a car in “race ready” condition will receive 10 points. Race ready is defined as; entry fee paid, and tech inspection passed. Each Driver will receive 10 points for every round that they win. The driver that wins the race will receive an additional 6 points.

13. Each Driver with the best reaction time during the qualifying runs will receive 2 points. If a Driver has the best reaction time during both qualifying runs, he or she would receive all 4 points.

13. Awards will be handed out at the end of each day of racing.

15. All rules are subject to be modified or changed at the discretion of the Voting Members of ECG, Inc.

16. Any disagreements that arise during a racing event will be brought to the attention of an ECG Board of Director and NOT to the Tower or Track Official.

17. The East Coast Gassers reserves the right to refuse or expel any person or persons for conduct detrimental to the club's goal of racing, having fun, and promoting a family type atmosphere.

18. If any of the ECG rules or code of conduct are violated, the Driver is subject to disqualification and points revocation.