



HERITAGE GAS RULES

The mission of this division is to re-create the gas classes from the early to mid 60's. This division's purpose is to give the fans the most accurate experience of what the gas classes were like in 1964 before wrinkle wall slicks and big money sponsorship changed drag racing. This division will combine actual rules from 1965 and today's rules for safety. As with any sanctioning body, the safety of the fans, participants and facilities is paramount. All safety regulations will be current NHRA safety regulations. NHRA safety rules and track rules supersede these rules where applicable in the name of safety. All other rules will be designed to keep the experience as genuine as possible while not being too difficult for the sanctioning body to enforce. All automotive parts used in this division must have been available commercially in 1964 or earlier. Exact reproductions are allowed. Modern technology cannot be used for anything other than safety. A diary of the vehicles restoration/build must be presented during tech inspection. All aftermarket parts must have actual historical commercial documentation to be able to be used. Factory parts must have part numbers from 1964 back. Certain part numbers combine years and therefore can be used as long as 1964 is part of that window and not updated. In order to make this division as accurate as possible, a new car rule applies. Not many folks purchased new cars to cut up and race in 1964, therefore these cars manufactured after 1957 will be allowed to compete but will have a couple additional appearance restrictions. Our goal is for Heritage Gas to give the attendee the most accurate experience of the era. This class is not for everyone. If these rules are too strict, please check out our other 2 divisions, Nostalgia Gas and Competition Gas. Rules are subject to change based on safety reasons or for the fan experience.

Heritage Gas is for "dual-purpose" cars, capable of starting under their own power. Cars in this division must be capable of being driven on the street. Bodies, engines, drive trains, chassis, etc. may not be altered, modified, or relocated, except as noted in class requirements. Push starts are not allowed. Return to the pit area by use of a push car is permitted with super-charged class only. Unless track conditions prohibit it, all competition in Heritage Gas will be ¼ mile heads up racing. Flag start or a Sportsman tree will be used. There will be no penalties, adding of weight, etc. for being the fastest car. TRUE HEADS UP RACING! If there is

only one competitor for a certain class, the owner/driver has the option to move up to the next class, or take the win for his class. If upon tech inspection a car does not meet class requirements for the Heritage Gas division, it will be moved to the Nostalgic Gas or Competition Gas division.

NORMALLY ASPERATED VEHICLES:

*Class is determined by the total car weight as raced 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 8.99 lbs. per cubic inch.

Class B- 9.00 to 10.49 lbs. per cubic inch.

Class C-10.50 to 11.49 lbs. per cub inch.

Class D-11.50 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.

DESIGNATIONS:

G/G and H/G preceded by car number.

Class G- 5.00 to 10.99 lbs. per cubic inch

Class H-11.00 or more lbs. per cubic inch.

*For non-supercharged pre-1960 flathead V-8s in-line six-cylinder and_ straight-eight engines with stock production-type heads. Any pre-1960 Unblown 4-cylinder automotive production engine with any type head and any year Chevrolet 6 cylinder engine with stock production-type head may compete in this section.

SUPERCHARGED GAS COUPES/SEDANS

DESIGNATIONS:

AA/G, BB/G, AND CC/G preceded by car number.

Class AA- 6.00 to 8.99 lbs. per cubic inch.

Class BB- 9.00 to 11.99 lbs. per cubic inch.

Class CC- 12.00 or more lbs. per cubic inch.

CLASS REQUIREMENTS

1964 RULE: All visible parts, components, and engineering must accurately conform to what was commercially available during or before 1964 in the Gas Class division for NHRA.

AN FITTINGS/BRAIDED HOSE: Are not permitted.

AUTO-MATIC TRANSMISSIONS: Permitted. Transmission must conform to the part number rule for 1964 and prior. Aftermarket valve bodies are not permitted. Torque convertor must be stock or minimum 11 inch in diameter. High stall convertors are not permitted. Flex plate should be SFI where applicable. SFI transmission shield required where applicable.

BALLAST: Any material used for the purpose of adding to a car's total weight must be permanently attached as a part of the car's structure, and may not extend behind the rear of the car's body or above the height of the rear tires. A maximum of 100 lbs. may be added. No liquid or loose _ballast permitted (i.e., water, sandbags, rocks, metal weights etc.).

To permit "making a class" due to a difference in scale calibration, a maximum removable weight of 50 pounds is permitted.

Removable weight must be securely mounted to the frame, frame structure, by at least two 1/2-inch minimum diameter steel bolts; however, the use of railroad track, cylinder heads, or other bulky items is not permitted. Recommended forms of ballast are: heavier gauge steel floors, i.e., 16 or 18 gauge, etc. Heavier gauge and/ or plate steel not permitted. - frame reinforcing cross members, or the addition of safety equipment such as roll bars, flywheel covers, etc.

BATTERIES: All wet-cell batteries must be located outside of the driver or passenger compartments and must be securely mounted per NHRA rules. A maximum of two (2) passenger car batteries is permitted or 150 pounds combined maximum weight. If fuel tank is in same compartment batteries must be mounted in NHRA approved battery box. An external shut off switch is required.

BELLYPANS: Belly pans are not permitted.

BODY: Gas Coupes/Sedans-Must have a coupe or sedan body originally produced by an American automobile manufacturer produced 1964 and earlier. Any Foreign coupe or sedan may compete in this division as long as it meets all of the class requirements; a minimum of 92 inches stock wheelbase, fenders, frame, etc. Moderate customizing is permitted, but bodies may be chopped, channeled or sectioned not more than four (4) inches total height reduction. Bodies cannot otherwise be altered in height, width, length or contour. Cannot have bolt in aftermarket type frame sections. Roll bars are required in all convertibles, all customized cars (i.e., chopped, sectioned, etc.), all Supercharged Gas Coupes/ Sedans and all cars using fiber-glass components, i.e., hood, fenders doors, trunk lids regardless of class. Roll bars/ safety cages required per NHRA rules and must conform to current rules for safety. The removal of front body panels or fender bracings not permitted. Use of fiberglass for hoods, trunk lids, grill shells and doors permitted if car's stock appearance is retained. The use of fiberglass bodies in Heritage Gas is not permitted. Lightening bodies by drilling holes or gutting interior is not permitted. Convertible coupes/sedans with roll-up windows compete in this division, but must run with the top up. Sedan delivery, pickup trucks, Ranchero, El Camino, etc. may compete in this division. Pickup beds must be of standard height and width, a minimum of 36 inches in length, and have a full serviceable pickup bed. All cars in this division must have fully operative mechanical door handles to permit exit and/or entrance from either side. Bodies and/or frames may not be modified/raised to gain weight-transfer to rear wheels.

BRAKES: All cars in Heritage Gas must be equipped with four-wheel hydraulic brakes, operated by a foot pedal, mounted in the conventional manner. Master cylinder should be modified to a dual reservoir cast iron body available in 1964. Emergency brake is optional. Brakes on each car, regardless of class will be tested for pedal "feel." Brakes must be in good working order. Lightening backing plates, brake drums and/ or brake shoes by cutting or trimming metal is not permitted. Brake lines must be routed outside the frame rail or enclosed in a 16 -inch length of 1/8 inch minimum wall-thickness steel tubing, securely mounted where line(s) pass the flywheel bell housing area.

BUMPERS: Bumpers are not required unless need to conform with local law enforcement for street portion of event, then may be removed; In lieu of a rear bumper, a suitable non-removable push-bar must be installed on the rear of the car. Total weight of bumper and/ or push bar with brackets must not exceed fifty (50) pounds. Disguised ballast will not be permitted.

BUILD DIARY: A build diary must be presented during inspection. This diary must document complete build. It should include factory part numbers for drive line components. It should include copies of original documentation for performance parts used and or manufacture confirmation on exact reproduction of said performance parts used. It should also list SFI and safety dates on modern safety equipment used. A Build Diary can be done on such websites as Gasser Madness or the HAMB and produced digitally. Build Diary should include every entry in Class Requirements.

CAMSHAFT: Should resemble profile of the era. Include cam card in Build Diary.

DRIVE LINE: May be modified or fabricated to fit altered units. Modern U-joints and yokes are permitted for safety reasons. In lieu of a cross member in the vicinity of the front universal joint, all competition cars using open drive shafts must have a retaining loop, 360 degrees, made of ¼ inch minimum thickness steel, 2 inches wide, and securely mounted and located within six (6) inches of the front universal joint to support driveshaft in the event of a U-joint failure. Open drive lines passing any part of the driver's body must be completely enclosed in 1/8-inch minimum thickness steel plate securely mounted to the frame or frame structure.

* All such cars, using an open or Hotchkiss-type drive line, must have radius arms, traction bars, or some suitable pinion support to prevent rear-end housing rotation. It is highly recommended that a torque tube-- min. 1/8" wall thickness be used to enclose all drive lines.

DRIVER: must be in stock location. Seats may be moved to the rear to permit added leg room, but not to exceed four (4) inches from stock location.

ENGINE: Automobile engine required; however, make and model are optional as long as produced on or before 1964. Any modifications may be made to the engine and/ or component parts internally. Outwards appearance should look like 1964. Enlarging intake runners is not permitted. Intake spacers are not permitted. Externally all parts must have been produced in 1964 or earlier. Part numbers required. No more than one engine permitted per car. Engine may be relocated, but not to exceed 10% of the wheelbase as measured from the centerline of the front spindles to the nearest spark plug hole. Engines may not be raised more than twenty-four (24) inches from the ground, measured from the centerline of the front crank pulley to the ground. Motor plates are not permitted. Hurst mounts were available in 1964 and are permitted with use of rubber insulators. Rear-engine location is not permitted in the Street Section, unless it is an originally produced/ manufactured rear-engine car, retaining original engine. An engine containment system (diaper) is recommended.

EXHAUST SYSTEM: Open exhausts, split manifolds and/ or individual headers- are permitted, but must terminate in a collector, permanently and securely attached. A maximum of two outlets per car. All exhaust systems must be designed to route exhaust gases in a downward and out conventional manner, away from the car and tires. Mufflers and tailpipes are optional but must be installed for 10 mile street test for street course. No flexible pipe permitted on any car running in competition. Exhaust diameter is limited to 2 ½ diameter pipe. Headers should resemble the era. Exhaust cannot exit through the front fenders.

FENDERS: Gas Coupes/ Sedans- must have four full stock production type automobile fenders. Exact duplicates of stock fenders made of fiberglass are permitted. Rear fenders may be altered for clearance to permit the use of wide slicks.

FENDER SPLASH PANS (inner fenders) : May be trimmed for header clearance, but may not be removed.

FLYWHEEL/CLUTCH: Aftermarket components allowable in this section with the exception of hydraulic throw out bearing; that must be 1964 or earlier. The use of Single disc three finger non-adjustable clutch only. SFI where required.

FLYWHEEL SHIELD: SFI Blow proof bell housings required on all stick shift cars in Heritage Gas. Automatic equipped cars must have SFI flex plates and trans shields per NHRA rules.

Fuel: Gasoline only. Commercially available pump gas and or 110 octane fuel purchased at the track is permitted.

FULE SYSTEM: Mechanical fuel pumps available in 1964 or earlier can be used. Reproductions must look and be the same size as the as original. Electric fuel pumps must be restored units from 1964 or earlier. Factory style fuel tank or Moon type tank may be used for fuel storage. If mounted in front of motor, Moon tank must be mounted behind main frame rail, or have a bumper bar for protection per NHRA rules.

FRAME: Must be stock automobile-type frame. Properly re-enforced stepped-frames are accepted. Cross members may be altered or relocated. No lightening holes may be drilled in outside frame rail. All butt-welds must have visible reinforcement. Excessive grinding of welds not permitted.

HOOD: Required on all cars in this division. Side panels may be omitted. All carburetors, injector bodies and superchargers must be completely covered by a bubble or scoop, which must be a part of the car's hood. Hood scoop appearance must be a style used in 1964 or earlier. Injector tubes and supercharger air scoops may extend through the hood. Flash-shields extending through the hood are not permitted.

INDUCTION: Carburetors or mechanical injection part numbered from 1964 or earlier. Reproduction must be exact duplicate of original. Carburetors/Mechanical injection cannot have larger butterflies than were available in 1964. The use of Nitrous Oxide is prohibited.

IGNITION: NO Electronics permitted. Points or vintage Vertex style magneto with internal coil only. If it was not made before 1964 it cannot be used unless it is an exact copy of the original. 7mm ignition wires only.

INSTRUMENTATION: All instrumentation must have been commercially available in 1964 or earlier. Exact reproductions of originals can be used. Fuel pressure gauges not permitted.

LADDER BARS: Permitted. Must be permanently mounted and non-adjustable. Minimum of 1/8 inch bar or tubing required.

LETTERING/GRAPHICS: All lettering on vehicle must be hand painted and be a style common in 1964. NO sponsor stickers will be permitted. No club or organization stickers permitted to include Gasser Madness/Gasser Magazine! Class win stickers can be displayed on windows only. Primer vehicles permitted. Paint must be in style common in 1964 or earlier. No bright

fluorescent paint, no modern paint permitted (color changing). If paint style is questionable, a historical photo of similar style from 1964 and earlier must be included in build diary.

LIQUID OVERFLOW: All cars in competition with any type of liquid overflow capable of dumping or spilling liquid, must have a "catch-can" to accumulate the excess liquids and prevent them from being discharged on the strip. Minimum "catch-can" capacity: one (1) pint. Catch can must also be from 1964 or earlier.

NEW CAR RULE: Any vehicle produced after the 1957 model year must appear as the modern popular interpretation of what a "Gasser" is.

- a. It must have a nose high stance as measured by the centerline of the front spindle in relation to the rocker panel. Rocker panel must be higher than spindle centerline.
- b. Rear quarter panels must be radiused and rear slicks must stick out a minimum of 1 inch.

RADIATOR & GRILL: Required. Radiator must be a stock passenger car type copper core/tank, as large in overall frontal area as the original radiator, mounted in a conventional forward location. Grill may be replaced with a lighter fire proof material or OEM style from another vehicle manufactured 1964 or earlier. Early vehicles that did not have grill material, just a shell, are exempt.

REAR-END: Quick-change rear-ends, locked differentials, or ratchet-type (limited slip) rear-ends are accepted. Rear-wheel drive only; four-wheel-drive cars are not permitted in Heritage Gas. Rear end housing and center section must be US manufacture and produced 1964 and earlier. Internal components may be upgraded. After market gears, safety axles, wheel studs, and yoke are recommended/required. Reproduction rear ends may be used if identical to original equipment. Stock tread width of vehicle must remain unchanged.

SHIFTER: All shifters must be from 1964 or prior, or exact reproduction of same.

SAFETY HUBS: All cars in competition running a banjo style rear end must be equipped with satisfactory safety hubs. Stock bearing retainers are not accepted as safety hubs. A minimum of 1/8 inch steel plate reinforcement for stock bearing retainers is required.

SPOILER/WING: Are not permitted.

STANCE: Cars in competition cannot be lower than stock ride height in the front end.

STREET EQUIPMENT: All cars in Heritage Gas must be dual purpose vehicles capable of being street driven. All cars must be able to start under their own power. License plates, generator, windshield wipers/ motors, fans and fan belts, and horns are optional for competition. Headlights and tail-lights, as required for legal on-the-street operation, are required for competition. Competition vehicle will be required to successfully complete an approximate 10 mile street course before tech inspection. Optional equipment can be removed after street test for race competition.

SUPERCHARGER: Roots style 6-71 or smaller. No aftermarket cases. End caps must be original or exact reproductions from parts available in 196. All cars equipped with a supercharger must have a shield or suitable chain guard, or belt guard, made of 1/8 inch minimum thickness steel plate, securely mounted to the engine or frame structure to contain belts or chains in the event of breakage. Gilmer belt drives may use 1/16 inch steel plate or equivalent. Where Gilmer belt drive systems are completely covered by hood and side panels, and all fuel lines passing drive area are encased in a minimum of 16 inches of 1/8 inch thickness steel tubing, drive covers may be omitted. Turbo and Turbonique chargers are not permitted in Heritage Gas.

SUSPENSION: Each car in this section must have a full US manufactured production-type suspension system; one commonly used by an automobile and equipped with at least one hydraulic shock absorber per wheel. R1g1d mounted axles not permitted. Excessive chopping and/ or machining of component chassis and suspension parts not permitted. Hyme joints are not permitted. Suspension technology must be consistent with the technology of the gas classes from 1964 or earlier. Adjustable rear suspension is not permitted. Tube front axles are permitted. Lowering/raising blocks/spacers are permitted.

TARPAULIN: May be used on pick up beds. Metal, fiberglass or other fireproof material may be used.

UPHOLSTERY: Required. Factory Dash is required but can be gutted and fitted with period correct instrumentation. Head liner, door panels, kick panels and package tray if applicable are also required. Front seats can be low back race seats that have matching upholstery and satisfactory padding. Any factory automotive seat produced before 1965 is permitted. A padded head rest must be installed at the back of the driver's head and so constructed as to prevent whiplash. Padded roll bars will not be accepted.

WHEELBASE: All cars in Heritage Gas must retain the stock wheel base length and tread width for the type of car body used. Minimum wheelbase length is 92 inches.

*All 1948 to 1953 English Fords, Anglia series, although not meeting minimum wheelbase requirements, are accepted for competition in Gas Coupes/ Sedans classes. Ruling applies only if entry meets all other class regulations and requirements. Engine installations are restricted to small-block Chevys or equivalents; i.e., 265, 283, 327, etc. Larger basic blocks not accepted. Super- chargers not permitted. Wheelbase must remain stock.

WHEELIE BARS: not permitted.

WHEELS AND TIRES: Each car competing in Heritage Gas must be equipped with wheels and tires suitable for street use. Tires must be exact reproductions of biased ply tires that were available in 1964. Pie Crust racing slicks are permitted but cannot exceed 10.5 inches in width. Lightweight racing wheels and aftermarket wheels are also allowable. Wheel styles produced in 1964 and earlier only. Wheels cannot be wider than 10 inches. Steel OEM style wheels are also permitted. Reproductions of this wheel is allowable but must only have one bolt pattern and not be wider than a 7 inch rim. Lightweight spoke type, wire wheel, or motorcycle wheels are

not permitted. Minimum wheel size is 13 inches in diameter with a maximum of 16 inches in diameter. All hub caps must be removed for competition.

WINDSHIELD & WINDOWS: Windshield may be replaced with Mar resistant Lexan. Windows may be replaced with Plexiglas of 1/8 inch minimum thickness. Faster cars refer to NHRA rules. Windows must be closed during competition; windows need not be operative. Windows must appear factory installed (rubber gaskets)

GROUNDS FOR DISQUALIFICATION

- Failure to comply with accepted rules.
- Failure to report to staging.
- Sandbagging or delaying run.
- Failure to fire engine.
- Foul start.
- Crossing strip center line, outer extremity lines or leaving strip surface.
- Use of Alcohol or Drugs while in competition. (Driver and Pit Crew)
- Unsportsmanlike conduct.
- Spreading foreign objects or matter on strip, i.e., oil, gas, water, ice, fan belts, etc.

THE RACE DIRECTOR'S DECISION IS FINAL IN ALL CASES. MULTIPLE INFRACTIONS WILL CAUSE A LIFETIME BAN FROM HERITAGE GAS.

SAFETY REGULATIONS

INSPECTION: Each car, regardless of class, must complete and satisfactorily pass the inspection of the technical committee before being allowed to make a trial run or participate in any Gasser Madness Gasser Magazine sanctioned event. All nuts, bolts and component parts on each car's suspension system, chassis and running gear must be secured with either lock nuts, lock washers or cotter keys, and must have at least one full thread showing through nut. All safety requirements are current NHRA safety regulations.

CREDENTIALS: Each driver of a vehicle entered in any NHRA sanctioned event must have a valid driver's license subject to inspection by officials at time of classification, or at any other time deemed necessary by the technical committee. All drivers in all classes where required must have a valid Competition License.

STANDARD ELIMINATION PROCEDURE:

The "round-robin" system of elimination is recommended. With this tournament-style of competition, entire classes are called to the line in logical order starting with Supercharged class first. One complete round of eliminations is run within each class. Any single, or un--paired, contestants are required to make a solo run. Upon completion of the final round, the second round is immediately started. This system is continued until all class winners are finally determined. The "round-robin" runoffs also permit complete control of competitors; each time a complete class is called to the staging area, cars not showing for competition can be noted

and automatically disqualified from further competition, thus assuring that the eventual winner in each class has made a fair share of runs.

PROTEST PROCEDURE

Contestant protests must be filed with the proper drag strip official(s) prior to class runoffs. However, official protests may be entered at any time during the meet by the race director. Where possible, the protested car is checked and cleared for legality before class runs. If this cannot be arranged the protested car will run each round of elimination on single runs. He will then run the eventual unprotested class winner in his class. If the protested car should win and be declared legal, he is the class winner. Protests on engine displacement or equipment must be made in writing and accompanied with a protest fee. One Hundred (\$100.00) dollars for "L" head engines, two hundred and fifty (\$250.00) dollars for overhead valve engines is recommended. In the event a camshaft or transmission protest should occur, requiring the removal of the camshaft or transmission components for checking, a charge of one-half flat-rate (\$100 per hour) and all required fluids and gaskets should be made above the cost of the protest fee. Protest fee will be forfeited to the car owner if the protested car is found legal for its class of competition. If an inspection proves a protested car to be out of its proper class, or failure in compliance to class requirements, the illegal entry will be subject to such action as Race Director/track officials wish to impose, including suspension and or revocation of competition privileges. Weight and fuel are subject to a check at any time.

A protested engine or transmission must be disassembled for inspection and reassembled by the car owner and/or his pit crew. Refusal to disassemble an engine upon official demand will result in removal of the car from further competition in Heritage Gas.