

Southern Ground Pounders

Vintage Racing Club

One of the longest standing, most respected, vintage racing clubs on the East Coast.

2026 Rules

Effective January 1, 2026, prior versions are no longer valid and will not be recognized.

UPDATES ARE HIGHLIGHTED IN RED.

Mission Statement

The purpose of the Southern Ground Pounders Vintage Racing Club (**SGP**) is to represent and preserve the historical heritage of vintage racing in a competitive atmosphere while having fun and fellowship as a club.

All the rules contained within this document are NOT open for individual interpretation. They are written with a gentleman's consideration. Intentionally breaking, circumventing, or blatant disregard for any of these written rules will result in disciplinary actions. Discipline may include but not be limited to anything from suspension to removal from this club. If you feel the need to not stay within the scope of the intent of these rules, this organization may not be for you. It will be the responsibility of all drivers and car owners to read, understand and obey all rules set forth here in this document. Failure to do so may result in disciplinary action on all parties. The driver and/or car owners will be held accountable for the actions of all crew members whether they are members of this club or not.

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I. General Rules and Eligibility

- 1.1 Driver Eligibility: All drivers must have Board of Director's (BOD) approval. It will be encouraged that all drivers be dedicated to vintage racing. Drivers must be 21 years of age with a significant amount of racing experience. Contact a BOD Member to receive an application. BOD reserves the right to deny approval on a case-by-case basis. The intent here is to promote safety, integrity and regulation of weekly series racers who may not conform to the spirit of vintage racing. Each car must have the driver declared prior to race day. In case of emergency BOD or Race Director may approve another driver that day, but again as stated other places, **all drivers must be Board approved.**
- 1.2 All **NEW BUILDS** must be BOD approved before they will be allowed to participate in any event. It is suggested before starting to build a car you reach out to the BOD and verify what you are building will be acceptable. All rules and updates are readily available, and the BOD is eager to assist you in the building of a legal car.
- 1.3 Domination: No driver will run away with any event and make the show look bad for the club, track and fans. When racing a fellow competitor, race as hard as you can. BOD members will gladly define this for you, if you break this rule more than once neither you nor your car will compete with the SGP at any event for the rest of the season.
- 1.4 At all SGP races, we are guests of the track. If you have a problem or complaint with anything pertaining to our races at any track, SGP members are not to complain to track officials or management. If you have a problem or concern you must find an SGP official or BOD member and talk to them. They will try to help remedy the problem. There will be no discussion regarding club business at any race event between a member and a BOD member.
- 1.5 **Visitors:** Any visiting vintage racer will be allowed to participate with the club, if their car closely fits within our rules, one time for free. Any participation after one free race will require their car to comply with all rules set forth by this club for driver and car.
- 1.6 **New Members:** Any potential new member may run his own car once at an SGP event without being a member. If the car meets club rules, the payment of membership dues will be required before any further participation in subsequent events will be allowed.
- 1.7 **New Member Probation:** Every new member will have to serve a three-race probationary period that will include their initial free race. Any rules infractions during this period may result in their application for membership being denied.
- 1.8 **RACEceivers:** A radio receiver capable of monitoring UHF channel 461.9250 is mandatory. They may be used in conjunction with a driver's regular radio. You can monitor directly, or your spotter can monitor. You must have this capability, or you will not be allowed to race.
- 1.9 **Drivers Meeting:** All drivers shall attend the club and track driver meetings. The Club's meeting will be held immediately after the track meeting. NO STAND INS. If you miss either meeting you will start last.
- 1.10 **Race Start Lineup: This will be determined by draw. Previous race division winners will start in the rear of the next race they attend and will not draw.**

- 1.11 Lapping Traffic:** Lead lap cars SHALL pass LAPPED traffic to the right. If a lead lap car passes a lap car to the left it may be deemed aggressive driving by the Board of Directors and will be reviewed on a case-by-case basis by the BOD.
- 1.12 Drivers Being Lapped:** It is also the responsibility of lapped traffic to yield the outside to the leaders. By not doing so, they too may be penalized.
- 1.13 Aggressive Driving and Actions Policy:** Blocking a clearly faster car, intentional contact on or off track, failure to yield racing room, passing a lapped car on the inside, driving below the inside track lines, running away with the show are clear examples of aggressive driving, and all are subjected to BOD review. As with all racing scenarios, there may be extenuating circumstances. **Fighting will result in immediate suspension of the aggressor and possibly both parties.** DRIVERS, YOU ARE RESPONSIBLE FOR YOUR CREW; YOU WILL BE HELD ACCOUNTABLE FOR THE ACTIONS OF YOU AND YOUR CREW!
- 1.14 All disciplinary matter decisions will be made by the BOD.** If a BOD member is involved in the matter, they shall be removed from having a vote on the issue. The BOD will use every available avenue to ensure fair and accurate decisions; however, all BOD decisions are final, and there is no appeal process. This will include BOD decisions made on race day as well. All disciplinary penalties will be made public at the next divers meeting.

II. Driver and Cockpit Safety Regulations

Note: Some tracks may have stricter requirements, track requirements must be met by all participants.

- 2.1** Helmets are mandatory
- a) SA rated and full-face helmets are recommended for all competitors.
 - b) Head and neck restraint system is highly recommended for all competitors.
- 2.2** Fire suits are mandatory (recommended to be at least SFI 5 rated).
- 2.3** Gloves are mandatory and driving shoes that are SFI RATED are highly recommended.
- 2.4** Seats must be attached securely to the roll cage or frame.
- 2.5** Lap belts must be 3-inch-wide with a minimum of 2-inch-wide shoulder belts and must be attached as per manufacturer's recommendations. Belts must be no more than 5 years old. New SFI dates on belts are only good for 2 years.
- 2.6** Window nets are mandatory. (Fastening system must be easily accessible from inside and outside the cockpit).
- 2.7** Rear view and driver's side mirrors are mandatory.
- 2.8** It is mandatory that each car have a fire extinguisher mounted within reach of the driver and be in good working order. (A Fire suppression system is recommended but not mandatory).

2.9 Mandatory firewalls front and rear of the cockpit are required. All holes must be filled and sealed.

2.10 THE USE OF RACEIEVER IS MANDATORY!

III. Car Safety Regulations

3.1 Fuel cells are mandatory and must be in good condition. This includes the fuel cell cap and gasket. Any size fuel cell permitted.

3.2 Fuel cells must be securely fastened and be adequately protected during a collision.

3.3 Fuel lines may be of a material other than metal if it is of the 250-psi type.

3.4 All cars must have a catch can or overflow can attached to the radiator.

3.5 No anti-freeze allowed. Tracks reserve the right to fine you if you are not in compliance. Water Wetter or other types of aftermarket racing safe cooling additives are allowed.

3.6 Any car with bad fluid leaks, oil, water, or grease will not be allowed on the racing surface until the problem is safely corrected.

3.7 All batteries must be securely fastened down, with the positive post covered.

3.8 Lug nuts must be a minimum of 1 inch with large wheel studs recommended.

3.9 All drive lines must have at least one safety hoop. Multiples are recommended.

3.10 It is recommended that all drive shafts be painted white.

3.11 Hood and trunk lids must be securely fastened down.

3.12 Radiators of any type are allowed if they are in good working order.

3.13 Rear ends of any type are allowed.

3.14 Transmissions of any type are allowed. Transmissions must have a final drive ratio of 1:1. It is recommended if you are running a mini-clutch to have an explosion proof or steel bell housing.

3.15 Steering of any type is allowed, except chain driven gear boxes.

3.16 Hydraulic drum or disc brakes working on all four wheels allowed. Disc brakes are highly recommended! NO MECHANICAL BRAKES ALLOWED.

3.17 NO TRACTION CONTROL OF ANY TYPE ALLOWED.

3.18 ALL CARS WILL BE INSPECTED PRE RACE BY A SGP OFFICIAL. ANY CAR NOT COMPLIANT WILL NOT BE ALLOWED TO PARTICIPATE.

IV. Body Eligibility

ALL NEW BUILDS must be approved by the Board of Directors.

4.1 SPORTSMAN CARS

All SPORTSMAN CARS must be American made style race cars of vintage age from 1929 to 1979 with steel or aluminum bumpers that raced until the early 1980s. A vintage style **truck** will now be eligible to compete in the Sportsman division and will adhere to all Sportsman rules. Trucks must be BOD approved. No front valance, splitters or any other additions below the front stock bumper that are not stock for the car. A front bumper similar to stock, can be built from roll bar tubing. One air scoop below the front bumper or grill will be allowed but must not be wider than the radiator and cannot be any longer than three inches. THIS WILL BE MONITORED CLOSELY. The rear spoiler must be mounted on the rear 1/4 of the trunk lid. It will be measured from where the spoiler turns vertically. The maximum rear spoiler height will be 8 inches.

4.2 MODIFIED CARS

MODIFIED CARS may run a body such as a Cavalier or other body allowed from up until approximately 1992, see below rules. Since 2024, a full bodied modified and Cavalier era (1982-1992) modifieds will now be allowed. A **Full Bodied Modified** will have very specific rules noted below. Please review the very specific rules posted there.

4.3 Sheet Metal:

The roof and all quarter panels of all bodies must be original appearing per the year of manufacture for both classes. The modified division will include, but not be limited to, Coupes, Coaches, Pintos, Gremlins and Vegas that would have been allowed in this time frame. As well as a Full Bodied modified and Cavalier Era bodied Modifieds. Cars can be actual race cars that have been restored or accurate reproductions of cars that raced during this time. Fiberglass bodies that are true reproductions will be allowed. All cars must be dedicated to vintage racing, and all cars will be subject to approval by the Board of Directors for the SGP.

- One air scoop below the front bumper or grill will be allowed but must not be wider than the radiator and cannot be any longer than three inches. THIS WILL BE MONITORED CLOSELY.
- The spoiler may be mounted no higher than the lowest part of the rear window frame opening. The maximum rear spoiler height will be 8 inches.

4.4 CAVALIER BODY REQUIREMENTS

4.4.1 Cavalier-era Modifieds (1982-1992) will be allowed. It must fit within these parameters. This will be a Modified racecar representative of what was raced in the modified division from 1982 to approximately 1992. These cars need to be good representations of what they were historically.

4.4.2 Frames of any type allowed (Perimeter, Offset or Straight Rail) if they meet the manufacture date of prior to 2013 requirement.

4.4.3 Only bodies allowed: 1982-88 Cavalier

4.4.4 The bodies on these cars will be monitored closely. Roof from front to back will have no more than 3 degrees of rake. Interior decking from firewall to

rear spoiler area must not have more than 3 inches of height difference or rake.

4.4.5 All cars must weigh a minimum of 2600 lbs. with the driver after the race. No allowance for fuel burn off.

4.4.6 Must have 1982-1988 Stock roof. A fabricated quarter may be allowed but it must be stock looking not a flat or slab sided piece. This will be monitored closely.

4.4.7 The door panels must be rolled formed evenly so the top and bottom edge of the door panel, including any rocker panel trim, shall be a minimum of 1 3/4 inches inside the outermost roll of the door panel mid-way down the door. This measurement must be at two points between the front and rear tires and a minimum 36 inches from each other. A horizontal break in the middle of the door may be used to get your 1 3/4-inch arch.

4.4.8 Quarter panels must be roll-formed, evenly so the top and bottom edge of the Quarter panel shall be a minimum of 3/4" inches inside the outermost roll of the quarter panel. Left and Right side must match.

4.4.9 Left rear wheel opening as well as left rear wheel tub shall be at a minimum within 1 inch of the top of the quarter panel. Wheel opening or tub can be higher than quarter panel with no restriction.

4.4.10 Tail panel above bumper must extend beyond the bottom, toward the rear of the car when viewed from the side. The panel must have some shape of a roll and shall not be a flat panel unless the stock tail panel is used

4.4.11 Cavaliers that competed in at least two (2) events during the 2025 season AND received prior Board of Directors (BOD) approval shall be grandfathered under this rule.

This grandfathered status shall remain in effect until:

The car sustains damage significant enough to require replacement of the affected body components, **or** Ownership of the car changes hands.

In either case, the vehicle must then be brought into full compliance with the current body rules before further competition.

V. Sportsman Division General Rules

A sportsman car shall be defined as a full-bodied car with original style front fenders that may be cut for clearance. Bodies should be representative of what was allowed in the sportsman divisions from the 60s through the early 80s. The above general rules apply with the following specific class rules.

Frame and Cage Specifications:

5.1 *Perimeter chassis only.* No offset, no straight rail chassis. The chassis must have a manufactured date prior to 2013.

5.2 A Sportsman car must have a 1979 or older body with steel or aluminum bumpers. This car will need to have Board of Directors' approval before being allowed to participate, as will all newly built cars from this point forward.

5.3 CARS MUST HAVE FACTORY STEEL OR ALUMINUM BUMPERS FOR THE YEAR

MODEL BEING REPLICATED. NO PLASTIC OR FIBERGLASS BUMPERS ALLOWED. NO AFTERMARKET BUMPERS OR TAIL PANELS ALLOWED.

EXAMPLE: a 1978 Camaro was first year of plastic bumper cover, so it is **not** eligible, but a 1977 is eligible with aluminum bumpers. The intent of this rule is keeping cars looking like the original LMSC of the early 1980s.

- 5.4** Frame connectors of the type installed on 2nd and 3rd generation Camaros are not allowed. These body styles must be placed on a full all tube frame, or a stock front clip frame with continuous tube frame behind the fuel cell. This means if the car was originally a unibody frame, it must now have a purpose-built oval track racing chassis under the stock appearing sheet metal.
- 5.5** Stock rear fire walls and stock rear fender wells must be removed and replaced with a fabricated rear fire wall. **This will be strictly enforced.** If you are not sure, call a Board member. Roof and quarters must be stock sheet metal, as stated prior. No underslung rear suspensions allowed on sportsman cars.
- 5.6** Frame tubing and roll cages must meet or exceed NASCAR specifications for size, weight, and strength. Roll cages must be securely welded to the frame.
- 5.7** No unibody framed cars will be allowed to run unless they are placed on a solid frame or a full tube style frame.
- 5.8** No more than 4 inches of tire should extend beyond the rub rails or fenders on the rear of any car. It is recommended that all cars have substantial rub rails to protect the wheels to prevent unintentional wheel hopping.
- 5.9** Bumpers and rub rails must be securely fastened to the frame of all cars.
- 5.10** Roll bars are mandatory, Minimum of 3 door bars in the driver's door. Minimum of 2 door bars in the passenger side door, Minimum of 4 bars overhead. No black iron pipe or galvanized pipe allowed. No exhaust pipe allowed in the construction of the roll cage.
- 5.11 NEW FOR 2026 SEASON. (SPORTSMAN CARS ONLY)**
The engine must be mounted with the center of the most forward right side (passenger) spark plug hole directly in line with the center of the right-side upper ball joint. This rule is to enforce the stock mounting locations and not to prevent caster alignments. A tolerance of plus/minus 1.5 inches forward or backward is permitted.
- 5.12 Cars must weigh a minimum of 2800 lbs. with the driver after the race. No allowance for fuel burn off. Weight is based on track scales. All inline 6-cylinder Sportsman cars will be allowed to weigh 2600 lbs.**
- 5.13 ENGINES**
Only V-8 or inline 6-cylinder engines are allowed. No V-6 engines allowed. Any make or model allowed and mixing of make and model of car and engine combinations allowed.
- 5.13.1** Aftermarket blocks with altered cam heights or lifter bore modifications will not be

allowed. All aftermarket blocks must conform to stock dimensions. The car owner may be asked to supply part numbers or proof the block is legal.

- 5.13.2 NO BIG BLOCKS will be allowed in sportsman division cars. This rule will be strictly enforced and scrutinized.
- 5.13.4 23-degree cylinder heads only on Chevy engines. No 18-degree or less valve angle on Chevy heads. No Pontiac heads with valve angle less than 23-degree allowed!
- 5.13.5 Carburetors of any type are allowed. Multiple carburetors are allowed.
- 5.13.6 Fuel injection is not allowed on Sportsman cars.
- 5.13.7 Racing gas or unleaded gas only is allowed.
- 5.13.8 No alcohol allowed.
- 5.13.9 No nitrous systems allowed.
- 5.13.10 Oil systems must be a wet sump system. No dry sump systems are allowed. No external oil pumps allowed.
- 5.13.11 Distributors of any type are allowed.
- 5.13.12 Magnetos allowed.

VI. Modified Division Section General Rules

The car must have original vintage styling. The above general rules apply with the following specific class rules.

Frame and Cage Specifications:

- 6.1 All cars MUST be approved by the Board of directors to ensure the spirit of the original intent of the class is taken into account.
- 6.2 Any type of frame is allowed (Perimeter, Offset or Straight Rail). Must have been manufactured prior to 2013.
- 6.3 A **Full Bodied Modified** is allowed. It must fit within these parameters. It must be representative of the historical era in which these type cars were ran, pre-1975. There are more excluded bodies than allowed ones. These cars must adhere to all published modified rules pertaining to engines, ride heights, tires and wheels, and spoiler heights. Recommended Bodies allowed, but not limited to: pre-1969 Ford Falcons, Mustangs, Pre-1969 Chevrolet, Chevy II, Camaro, and Corvair.
- 6.4 ANY BODY that originally came on a full frame will NOT be allowed.
- 6.5 ***All cars must weigh a minimum of 2600 lbs. with the driver after the race. No allowance for fuel burn off.***
- 6.6 Stock roofs of the same model being represented are a must. As for example, a Cavalier

must have a Cavalier roof, a Mustang II must have a Mustang II roof. Stock quarters are highly recommended and will be scrutinized closely. A fabricated quarter MAY be allowed but it must be stock looking not a flat sided piece. This will be monitored closely.

6.7 ENGINES

Only V-8 or inline 6-cylinder engines are allowed. No V-6 engines allowed. Any make or model allowed and mixing of make and model of car and engine combinations allowed.

6.7.1 Aftermarket blocks with altered cam heights or lifter bore modifications will not be allowed. All aftermarket blocks must conform to stock dimensions. The car owner may be asked to supply part numbers or proof the block is legal.

6.7.2 NO BIG BLOCKS will be allowed in Modified cars. This rule will be strictly enforced and scrutinized.

6.7.3 23-degree cylinder heads only on Chevy engines. No 18-degree or less valve angle on Chevy heads. No Pontiac heads with valve angle less than 23-degree allowed!

6.7.4 Carburetors of any type are allowed. Multiple carburetors are allowed.

6.7.5 Fuel injection allowed on Modified cars if it is of the type available in the fifties and sixties.

6.7.6 Racing gas or unleaded gas only is allowed.

6.7.7 No alcohol allowed.

6.7.8 No nitrous systems allowed.

6.7.9 Oil systems must be a wet sump system. No dry sump systems are allowed in any class. No external oil pumps allowed.

6.7.10 Distributors of any type are allowed.

6.7.11 Magnetos allowed.

Special Note: Some models of race cars as described above may currently be raced in some support divisions at tracks across the region. These cars are **not** eligible to be SGP legal. All cars **MUST BE DEDICATED TO VINTAGE RACING!** Our rules specifically address that these cars must be dedicated to vintage racing and conform to **OUR** rules to be eligible to be a SGP vintage race car. This also specifically means if the car was built previously to run as a street stock, charger or bomber car it will not be approved for SGP events. Hence the reason all new cars must be approved by the Board prior to participating. **IF YOU HAVE ANY QUESTIONS, PLEASE REACH OUT TO THE CLUB BOD** prior to starting your vintage project.

VII. Tires

NEW FOR 2026

7.1 Approved Tires

The Southern Ground Pounders will **ONLY** allow the following tires for the 2026 season:

7.1.1. Hoosier F45 / F45*(star) – 10-inch

7.1.2. Cobra – 10-inch

7.1.3. Must run 4 tires by the same manufacturer at any given time.

7.2 Hoosier Tire Regulations

7.2.1 No Sticker Hoosiers:

Teams may not use or possess sticker (new) Hoosier tires at any time during an SGP event.

7.2.2 Race Day Declarations:

- a) Each team must declare the four (4) Hoosier tires or (4) Cobra tires they intend to use on race day.
- b) These four tires will be marked and their serial codes recorded by the Race Director prior to any on-track activity.
- c) The same four tires must be used anytime the vehicle is on track (practice and race).

7.2.3 Tire Inventory Limits:

Teams may possess no more than eight (8) tires on race day:

- a) 4 primary race tires
- b) 4 spare tires

7.2.4 Tire Changes:

- a) No tire other than the originally declared set may be installed without Race Director approval.
- b) If a tire must be replaced during a race, any of the four spares may be used to return the vehicle to competition.

7.2.5 Three-Race Cycle Requirement Once a Hoosier set is declared:

- a) That set must be used at three (3) SGP race day events before a team may switch to a different set of Hoosiers.
- b) Cobra tire usage does not count toward the Hoosier cycle requirement.
- c) After completing the 3-race Hoosier cycle, a team may begin a new Hoosier cycle with any allowable used Hoosier tires, which will then be marked and tracked as a new declaration. Cycle Restarts.

7.2.6 Safety Clause:

- a) If a tire becomes unsafe or compromised, teams must present the tire to the Race Director for inspection.
- b) If approved, the team may install a spare. The spare then becomes part of the declared set for the duration of the current cycle.
- c) This clause is for the purpose of safety remaining a high priority for all competitors, please do not abuse this avenue for a competitive advantage.

7.3 Cobra Tire Regulations

- 7.3.1 Teams may choose to run Cobra tires at any SGP race day program at any time during the season.
- 7.3.2 Cobra tires do not affect the Hoosier 3-race cycle—teams may alternate between Cobra and Hoosier as they choose.
- 7.3.3 Sticker Cobra tires are allowed.
- 7.3.4 Cobra tires are not subject to the usage restrictions placed on Hoosiers.
- 7.3.5 Purpose of Cobra Tire Allowance:
The series will collect performance and durability data on Cobra tires throughout the 2026 season to determine whether they are suitable as the spec tire for 2027, pending favorable data and logistics.
- 7.3.6 Cobra Tire Awards Program:
Teams running Cobra tires on race day will be eligible for additional incentives:
- a) Cash Bonus Drawing – All teams on Cobra tires will be entered for a cash bonus.
 - b) Cobra Trophy – Awarded to the highest-finishing team on Cobra tires who is *NOT* the class winner.
- 7.3.7 For information on purchasing Cobra tires, please contact any Board of Directors member.

7.4 Simplified Example of Hoosier Tire Cycle Race Team A – Season Progression:

1. Race #1:
 - Runs on used Hoosier set.
 - Set is marked and recorded.
 - Hoosier Cycle Count: 1
2. Race #2:
 - Runs on Cobra tires.
 - Marked but does not count toward Hoosier cycle.
 - Hoosier Cycle Count: 1
3. Race #3:
 - Runs on the same Hoosier set from Race #1.
 - Hoosier Cycle Count: 2
4. Race #4:
 - Runs on the same Hoosier set again.
 - Hoosier Cycle Count: 3 (Cycle Complete)
5. Next Hoosier Appearance:
 - Team may declare any allowable used Hoosier set to start a new 3-race cycle.

THIS IS A SIMPLE CONCEPT, PLEASE DIRECT ANY QUESTIONS TO A BOD MEMBER IF YOU NEED FURTHER CLARIFICATION.

VIII. Suspension

8.1 SHOCKS AND SPRINGS

- 8.1.1 No coil binding, spring clam shelling, bump stops or bump springs. No canisters or canister shocks are allowed. Any modifications to the shock internally or externally which limits travel will be considered illegal. The entire shaft of the shock must be consumed by the body of the shock when compressed.
- 8.1.2 No shock may have any external components that allow for internal rebound or compression adjustments.
- 8.1.3 One shock travel ring of no more than ¼-inch thickness will be allowed on the shaft. Aftermarket shock travel indicators are allowed, but shall not stop, alter or bind the shock travel in any manner. The entire shaft of the shock must be consumed by the body when compressed with the shock travel indicator installed or removed.
- 8.1.4 Only one spring per shock is allowed.
- 8.1.5 Shocks and springs may be subject to test/inspection at any time by SGP Race Director or BOD member.
- 8.1.6 **SCHRADER VALVE SHOCKS ARE ALLOWED (NEW FOR 2026). Shocks must still meet and comply with all above regulations.**
- 8.1.7 Failure to comply will result in immediate disqualification.

IX. Gear Rule (NEW FOR 2026)

- 9.1 The following GEAR RULE will be implemented in 2026. Any driver that wins more than 2 (two) races in a season will be held to the following progressive rear gear restrictions:

9.1.1 After 2 Wins, driver must run a 5.49 or numerically less rear gear.

9.1.2 After 3 Wins, driver must run a 5.19 or numerically less rear gear.

9.1.3 Gear Ratio Tolerance:

A tolerance of 0.05 ratio will be permitted to account for variations between manufacturers of spur gears and ring and pinion sets.

Examples:

- Required 5.49 maximum → rear gear must not exceed 5.54
- Required 5.19 maximum → rear gear must not exceed 5.24

This tolerance applies only to vehicles equipped with Quick-Change rear ends.

9.1.4 9" Ford-Style Rear Ends:

Vehicles equipped with a 9" Ford-style rear end will be reviewed and regulated on a case-by-case basis.

9.2 4 Wins Regulation:

After 4 Wins, the Club reserves the right to impose additional creative measures as

necessary to reduce single-car domination.

9.3 Post-Race Inspection Procedure:

Rear gears will be removed by the team for inspection after the race, with an SGP official present.

9.4 Win-Based Limitation Clarification:

All win-based limitations apply to the DRIVER and will reset at the conclusion of each season.

X. Administrative

10.1 At any time, the SGP Board of Directors reserves the right to make changes to our rules for the safety and improvement of the club.

10.2 Any club member whose car is brought to an event with obvious rule infringement that does not meet the rules set forth by this club may be allowed to participate but will not receive points for the night or be eligible for trophies. The car may be suspended for two events and must be brought to current rules before it can participate again.

10.3 Just because it's not explicitly stated does not make it appropriate for this club. If you think you are in a gray area, you probably are. **IF YOU SEE SOMETHING SAY SOMETHING TO A BOARD MEMBER.**

This is a gentlemanly Club. Please don't be an intentional cheater! **Again, knowledge of the rules is your responsibility!**

These rules are not open to individual interpretation. If you have any questions about any of these rules, please contact a member of the board of directors for final approval. If you do not know who the board members are, please ask or check out our website where they are listed with contact information.

Up to date CLUB INFORMATION can be found online at: www.sgpracingseries.com or by contacting a Board of Directors Member.

2026 Board of Directors

President: Josh Roberts

Vice President: Bob Wallace

Secretary: Cindy Jeffries

Directors: Charlie Ball, Chris Hicks, Shayne Lockhart, Mack Tatum