



Southern Ground Pounders

Vintage Racing Club

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

2025 Rules

Updated **June 16, 2025**. Prior versions are no longer valid and will not be recognized. The current version of the rules is posted on the website and saved offline as well!

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, may 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 or not of this club.

At any-time the Board may make changes to our rules for the Safety and Betterment of the club. NO ONE WANTS TO BE THE TECH GUY BUT EVERY MEMBER OF THE CLUB IS CONSIDERED A TECH OFFICIAL. IF YOU SEE SOMETHING SAY SOMETHING TO A BOARD MEMBER. This is a gentlemanly club division and group. Please don't be an intentional cheater! **Again, knowledge of the rules is your responsibility!**

I. General Rules

1. Driver Eligibility: All drivers must be Board of Directors approved! It will be encouraged that all drivers be dedicated to vintage racing! Drivers should be 21 years of age with a significant amount of racing experience. Drivers MAY be allowed to participate in a few other weekly racing division events in a calendar year, maybe more depending on specific circumstances. Board of Directors approval will determine eligibility. Full blown racing in a weekly division will most likely prevent a driver from receiving the Board's approval.
2. All **NEW BUILDS** must be Board of Director 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 club and verify what you are building will be accepted. No one likes to be told that's not legal for us!
3. As voted on by the board of directors and stated at all SGP events. No driver will run away with any event and make the show look bad for the club, track, and fans. If you have a competitor racing with you, race as hard as you can. As stated strongly at our driver's meetings, 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.

4. **IMPORTANT NOTE:** At all SGP races, we are a guest 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 the management. If you have a problem or concern you must find a SGP official and talk to them. They will try to help remedy the problem. There will be no discussion regarding club business at any race function between any member and a board member.
5. **Visitors:** Any visiting vintage racer will be allowed to participate with the club, as long as their car closely fits within our rules, one time for free. Any participation after the one free time will require their car to comply with all rules set forth by this club for driver and car.
6. **New Members:** Any potential new member may run his own car once at a SGP event without being a member. If the car meets club rules, the paying of membership dues will be required before any further participation in subsequent events will be allowed.
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.
8. **Driver Approval:** All drivers must be Board of Directors approved! Each car must have the driver declared prior to race day. In case of emergency the Board or race director for the day may approve another driver that day, but again as stated other places, **all drivers must be Board approved.**
9. **RaceCeivers:** Radio receiver capable of monitoring UHF channel 461.9250 is mandatory. They may be used in conjunction with drivers' regular radios. You can monitor direct or your spotter can monitor. You must have this capability or you may not be allowed to run. This will promote easier lineups before the race and during cautions. It will allow for one person to declare caution so all competitors will hear it at the same time.
10. **Drivers Meeting:** All drivers are expected to attend the club and track driver meetings! The club's meeting will be held immediately after the track's meeting. NO STAND INS!! If you miss either meeting you will start last in the field.
11. **Race start lineup:** This will be determined by draw.
12. **Lapping Traffic:** Lead lap cars are expected to pass LAPPED traffic to the right. This does not affect the initial start of the race as there are no lapped cars on lap 1! If a lead lap car passes a lapped car to the left and it is deemed aggressive driving by the Board of Directors, there may be the possibility of a 2-4 race suspension. If a Board member is the offender, they will abstain from the decision process. The Board's decision is final with no appeals process. ***Remember: most cars now have cameras in them. The tapes generally tell the story.***
13. **Drivers Being Lapped:** It also is the responsibility of lapped traffic to yield the outside to the leaders. And by not doing so, they too may be penalized.
14. **Aggressive Driving Policy:** Any overly aggressive driving as deemed by the Board of Directors, may result in disciplinary action being taken. Punishment may range from probation, to weeks of suspension, or permanent suspension from the club. If a board member is the offender, they will abstain from the decision process. The Board's decision is final with no appeals process. **Examples of aggressive driving** but not limited to: Passing lapped traffic on the left, running away with the race while leading. As with all racing scenarios there may be extenuating circumstances. This is precisely why your Board of Directors will have final say on this matter. Intentional contact on or off the track may result in immediate suspension. **Fighting will result in immediate suspension of the aggressor and possibly both parties.**



II. Driver and Cockpit Safety

Note: Some tracks may require more stringent rules

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. Fire suits are mandatory (recommended to be at least SFI 5 rated).
3. Fire resistant underwear is recommended.
4. Gloves are mandatory and driving shoes that are SFI are highly recommended (may be required by some tracks.)
5. Seats must be attached securely to the roll cage or frame.
 - a) 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.
6. Window nets are mandatory. (Fastening system should be easily accessible from inside and outside the cockpit)
7. Rear view and driver's side mirrors are mandatory.
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)
9. Mandatory firewalls front and rear of the cockpit are required. It is recommended that all holes be filled and sealed.

III. General Car Safety Rules

1. Fuel cells are mandatory and must be in good condition. Any size permitted.
2. Fuel cells must be securely fastened and be adequately protected during a collision.
3. Fuel lines may be of a material other than metal if it is of the 250-psi type.
4. All cars must have a catch can or overflow can attached to the radiator.
5. No anti-freeze allowed on the racing surface. **NOTE: some tracks may fine you** if they find it in your car! Water Wetter or some other type of aftermarket cooling additives is recommended.
6. Cars with bad fluid leaks, oil, water, or grease, will not be allowed on the racing surface unless the problem is corrected.
7. All batteries must be securely fastened down.
8. Lug nuts must be a minimum of 1 inch with large wheel studs recommended.
9. All drive lines must have at least one safety hoop. Multiple are recommended.
10. It is recommended that all drive shafts be painted white.
11. Hood and trunk lids must be securely fastened down.
12. Radiators of any type are allowed if they are in good working order.
13. No cannister or cannister shocks are allowed
14. No externally adjustable shocks are allowed.
15. No Schrader valve shocks allowed. They may be plugged.
16. Coil-overs are allowed.
17. No bump stops are allowed on shocks.
18. No coil binding allowed.
19. Only one spring per wheel allowed on the car corners. If you have questions, ask the BOARD.
20. Rear ends of any type are allowed.
21. Transmissions of any type are allowed. It is recommended if you are running a mini-clutch to have an explosion proof or steel bell housing. Transmissions must have a final drive ratio of 1:1.
22. Steering of any type is allowed, except chain driven gear boxes.



23. Hydraulic drum or disc brakes working on all four wheels allowed. Disc brakes are highly recommended!
24. NO MECHANICAL BRAKES ALLOWED!
25. NO TRACTION CONTROL OF ANY TYPE ALLOWED.

IV. General Car Rules and Body Eligibility

Sportsman Cars must be American made style race cars of vintage age from 1929 to 1979 with steel or aluminum bumpers that raced up until the early 1980s. **Modified Open wheel** cars may run a body such as a Cavalier or other body allowed from up until approximately 1992, see below rules. ALL NEW BUILDS must be Board of Directors approved. A vintage style **truck** will now be eligible for the Sportsman division and will adhere to all Sportsman rules. Truck must be board approved. 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. All Cars Must Be Board of Director Approved.

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 period. 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.

Spoilers: The maximum spoiler height will be 8 inches. Modified cars: The spoiler may be mounted no higher than the lowest part of the rear window frame opening. Sportsman cars: The spoiler must be mounted on the rear 1/4 of the trunk lid. It will be measured from where the spoiler turns vertical.

Front Ends: Sportsman front ends. No front valences 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. Modified Front ends may be lower than ride heights listed below due to air intake restrictions.

A. TIRES AND WHEELS. **All tires must be run a minimum of 3 consecutive races, (drivers consecutive club races). Tires can be run more than 3 but no less than 3. If a tire needs to be replaced during the 3 race period for a flat, deformation or safety issue, it MUST be replaced by a previously marked tire (after June 2025) or a tire approved by the race day official. Race day official must be notified before this replacement goes onto any vehicle. (assigned official of the day). SGP official of the day reserves the right to deny any tire, marked or not.**

If the replacement tire is not previously marked, then it must be a tire that reads less than 5.3mm on a tread depth gauge in 4 of the 5 wear holes to be measured completely across the tire at 2 separate locations. Tires will be marked by official of the day and must be checked in at the next event



driver participates in. All tires shall follow the driver not vehicle. Drivers may practice on any allowable tire compound/combination, and may practice on non marked sets, however, if a fresh sticker tire is put on the car at any time during the same day of any SGP scheduled race it will be notated and placed towards drivers maximum allotment of no more than 8 new tires per season. This rule will be highly monitored and strictly enforced. The SGP official of the day reserves the right to inspect any tire in your pit or trailer at anytime. This rule is meant to promote the spirit of vintage racing, and to help keep costs to a minimum. Please do your part in helping us maintain the integrity and gentleman's agreement of this club. Deliberate altering or recreation of a tire marking with the intent to bypass this ruling will result in an immediate one race suspension. If there is any discrepancy, the Official of the day or driver/owner are to report to a Board Member and discuss the issue in private. At no time will a spirited debate take place in public. BOD at the track that day will have the final say on any discrepancy.

Definition of a NEW TIRE: A new tire may or may not have stickers but will have mold seams and mold tits on the tread of the tire and be new appearing.

Definition of a SCUFFED TIRE: A scuff tire will be a previously raced or practiced tire that has been through a heat cycle and DOES NOT HAVE A NEW APPEARING LOOK! IT MAY HAVE THE CENTER MOLD SEEM BUT WILL NOT HAVE MOLD TITS AND OR MOLD DIMPLES. The Board will have final decision! No scuffing of tires allowed on race day for the purpose of racing that day. Tires must be scuffed on a previous date!

1. 10-inch rims only.
2. **Tire compounds allowed:** any Hoosier except F15, allowed compounds are 3035, F35, F40, F45, and F50; McCreary Speed Star, any compounds (if a very soft compound McCreary tire is produced, we may disallow that specific McCreary tire). If other compounds become available to the club, they will be examined and considered for approval.
3. No **DRIVER or CAR** will be allowed more than eight (8) new tires per season. The car or driver must have participated in FOUR (4) SGP club races before being allowed their second set of new tires. This applies to whatever division a driver races in so if he had four new tires on his modified last week he cannot put new tires on his sportsman car the next week. **Eight new tires a year!** New tires may be used in any combination, one at a time two at a time or all four at once. Scuff tires will be allowed at any time if they meet the standards of a scuff tire as stated above. Scuffs may be used in any combination with new tires, as long as the maximum number of new tires, eight in a season, is not exceeded. PLEASE READ AND UNDERSTAND NEW TIRE AND SCUFFED TIRE DEFINITION STATED ABOVE.
4. It will be the responsibility of every car owner/driver to notify the SGP Club race director or SGP board member prior to practice on race day if they have new tires and show them to club officials. We will keep records of new tires and mark them. Scuff tires may be inspected at any time to confirm the status of being considered a scuff tire.
5. If any car owner or driver is found in violation of this tire rule, the penalty will range from loss of points, to suspension for the remainder of the year and possibly the next year. Decision will be made by the Board of Directors.

B. Frame and Cage Specifications



1. All chassis must have been manufactured prior to 2013 for any division.
2. 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.
3. No unibody framed cars will be allowed to run unless they are placed on a solid frame or a full tube style frame.
4. No Offset Chassis allowed in the Sportsman Division.
5. 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!
6. Bumpers and rub rails shall be securely fastened to the frame of all cars
7. Roll bars are mandatory
8. A minimum of 3 door bars in the driver's door
9. A minimum of 2 door bars in the passenger side door.
10. A minimum of 4 bars overhead.
11. No black iron pipe or galvanized pipe allowed.
12. No exhaust pipe allowed in the construction of the roll cage.
13. **Ride height for 2025:** No minimum ride heights enforced for either modified or sportsman divisions.



C. Engines General Rules

SPECIAL NOTE: External oil pumps are no longer allowed.

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

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.
2. NO BIG BLOCK ENGINES ALLOWED (UNLESS IN AN ORIGINAL MODIFIED CAR THAT HAS BEEN RESTORED). NO BIG BLOCKS will be allowed in sportsman cars. This rule will be strictly enforced and scrutinized.
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!
4. Carburetors of any type allowed.
5. Multiple carburetors are allowed.
6. Fuel injection allowed on Modified cars if it is of the type available in the fifties and sixties. Fuel injection not allowed on Sportsman cars.
7. Racing gas or unleaded gas only.
8. No alcohol allowed.
9. No nitrous systems allowed.
10. Oil systems must be a wet sump system. No dry sump systems allowed in any class. No external oil pumps allowed.
11. Distributors of any type allowed.
12. Magnetos allowed.

E. Sportsman engine rules; Cars must weigh a minimum of 2800 lbs. with the driver after the race. No allowance for fuel burn off!

1. No fuel injection on sportsman cars.
 2. No big blocks in sportsman cars.
 3. No dry sump systems
 4. No external oil pumps
- Weight is based on track scales.

V. Modified Division Section

The car must be of original vintage styling. All the above general car and engine rules apply with the following specific class rules.

A) Modified Chassis Specifications

1. Any type frame allowed. Must have been manufactured prior to 2013!
2. Offset chassis and straight rail chassis are allowed
3. Cars must weigh a minimum of 2600 lbs. with the driver after the race. No allowance for fuel burn off!

B) A **Full Bodied Modified** will now be allowed. It must fit within these parameters. It must still be Board of Directors approved and must be representative of the historical era in which these type cars were ran, basically pre-1975. There are more not allowed bodies than allowed ones.

1. Frames of any type allowed (Perimeter, Offset or Straight Rail) as long as they meet the manufactured prior to 2013 requirement.
 2. These cars must adhere to all previously published modified rules pertaining to engines, ride heights, tires and wheels, and spoiler heights.
 3. Recommended Bodies allowed but not limited to: pre 1969 Ford Falcons; Mustangs; Pre-1969 Chevrolet Chevy II Camaro and Corvair. Yes, these were all unibody cars.
 4. Bodies Not Allowed. Any car that originally came on a full frame.
 5. All cars must be approved by the Board of directors to ensure the spirit of the original intent of the class is taken in to account.
- C) Cavalier-era Modifieds (1982-1992) will now be allowed. It must fit within these parameters. It must still be Board of directors approved and must be representative of the historical era in which these type cars were ran. This will be a Modified racecar representative of what was raced in the modified division from 1982 to approximately 1992. These cars will also need to be Board of Director approved. These cars need to be good representations of what they were historically.
1. Frames of any type allowed (Perimeter, Offset or Straight Rail) as long as they meet the manufacture date of prior to 2013 requirement.
 2. These cars must adhere to all previously published modified rules pertaining to engines, ride heights, tires and wheels, and spoilers.
 3. Recommended bodies allowed: 1982-88 Cavalier; 1988-90 Ford Probe; 1975-84 Chevette; 1975-80 Monza; 1983-87 Dodge Shelby; 1973-78 Mustang II. There are more but if you have another option in mind, please submit it to the board to prevent you from building something we will not allow.
 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.
 5. 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.



VI. Sportsman Section

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. All the above general car and engine rules apply with the following specific class rules.

1. Perimeter chassis only! No offset, no straight rail chassis. The chassis must have a manufactured date prior to 2013.
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 new built cars from this point forward.
3. CARS MUST HAVE FACTORY STEEL OR ALUMINUM BUMPERS FOR THE YEAR MODEL BEING REPLICATED. NO PLASTIC OR FIBERGLASS BUMPERS. NO AFTERMARKET BUMPERS OR TAIL PANELS ALLOWED. If the car you want to build had plastic bumper guards, pick another year. EXAMPLE: a 1978 Camaro was first year of plastic bumper cover so 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.
4. Frame connectors of the type installed on 2nd and 3rd generation Camaros are not allowed.
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. These body style must be placed on a full frame, all tube frame, or a stock front clip frame with continuous tube frame to 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. Roof and quarters must be stock sheet metal, as stated please see other rules.
6. No underslung rear suspensions allowed on sportsman cars.
7. Perimeter chassis 8-cylinder Sportsman cars must weigh a minimum of 2800 lbs. with the driver after the race with no allowance for fuel burn off.
8. All inline 6-cylinder Sportsman cars will be allowed to weigh 2600 lbs. After the race with driver and no allowance for fuel burn off.

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 a SGP car. 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 BOARD prior to starting your vintage project.

VII. Administrative Section

1. At any time, the SGP board of directors can make changes to our rules for the safety and betterment of the club.
2. Any club member whose car is brought to an event with an obvious rule infringement that does not meet the rules set forth by this club, will 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.
3. 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. 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!

Always reference the current rules on the website:
www.sgpracingseries.com
for the latest and only valid version!