

SWS
AMERICAN STOCK / formerly HOBBY STOCK
4/1/18 REVISION

GENERAL RULES AND REGULATIONS

2018 NOTES: Removed under Bodies 9a: “Visiting dirt cars may run aluminum bodies” please see our new “Hot Stock Class” outlining rules for aluminum body dirt cars. Hot Stock requires minimal changes from regional dirt track rules currently used.

DISCLAIMER: The 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 SWS rules shall govern the condition of all events and by participating in these events, all participants are deemed to have complied with these rules. As a result of the combining of divisions, adjustments will be made if deemed necessary to improve competition - RULES ARE SUBJECT TO CHANGE. These rules are intended as a guide for the conduct of the sport and are in no way a guarantee. This is an entertainment class emphasizing the basic rules for all drivers.

1. **COMPETING MODELS + RULES AT A GLANCE**

- a. No Convertibles, Pickups or Jeeps.
- b. **Minimum stock wheelbase allowed is 108” Must be as produced for year make and model**
- c. **108” to 113.9” wheelbase = 3,400 lbs, + 54% left side weight with driver after any points paying or qualifying event.**
- d. **NO ADDING FLUIDS post race**
- e. Strictly an entry level, economy based class, only performance modifications listed within these guidelines will be permitted.
- f. All installations must be approved by technical officials. SWS reserves the right to refuse any car not constructed within the spirit of the rules.
- g. All casting numbers and part numbers must remain intact and unaltered.
- h. Mirrors OK
- i. Radios are OK
- j. 9” FORD Rearend OK. All pickup points must remain in stock location for year and make.
- k. Locked or open rearend OK – Must be welded or mini spool. NO LOCKERS
- l. Towel City Retreads and “Take off” Hoosier 700’s will be permitted. – “Take off” 700’s subject to tech approval and durometer check. Any dirt car Hoosier tire will be allowed for 2 race appearances in any one season
- m. Trunk Floor and rear wheel wells removed OK – No Penalty

1a LONG WHEELBASE CARS – 114” and OVER

- a. 3300 Lbs. 54% Left Max with 4412 2bbl carburetor or OEM Stock 2 barrel carburetor. Any carburetor other than 4412 is subject to approval of SWS tech before race.
- b. May use factory 400” engine
- c. May use Holley 4150 4bbl Carb OR Quadrajets – Must Weigh 3400 lbs. with 4bbl (POST RACE)

2. ENGINES

- a. engines must remain stock for make and model of car being used. All engines subject to SWS tech approval.
- b. Engine block must be a V-8 type, and must be stock factory production. No Chevy bow-tie or manufactured performance blocks.
- c. No aftermarket performance or lightened rods. No grinding or polishing of beams allowed. After market rod bolts are allowed.
- d. No aftermarket performance or lightened crank shafts.
- e. Intake manifolds must be magnetic steel, dual plane, stock OEM. Steel, dual plane marine manifolds OK. No factory performance or aftermarket manifolds. Bakersfield, Victorville, Perris, Porterville and Ventura dirt cars MAY RUN Edelbrock Performer or Torker aluminum intake with 25 LB PENALTY.
- f. All internal engine parts must remain OEM specifications as to size, shape, weight, and finish. NO EXCEPTIONS.
- g. any procedure associated with a common rebuild will be allowed.
- h. Engine oil pan must have screw-in plug, min. 1" diameter installed in upper reservoir area and safety wired in. Must not be obstructed, by wind-age pans, baffles, etc.
- i. Engines or transmission mounts must remain stock. May be reinforced or strapped.
- j. any hydraulic cam maybe allowed with maximum lift of .465"
- k. No roller cams or lifters of any kind.
- l. Maximum .060 overbore. Chevy 350 ci. Ford 351 ci. Dodge 360 ci.
- M. All engines must produce no more than 200 PSI at 180 degrees water temperature in each cylinder on a SWS approved compression tester

3. HEADS

- a. Cylinder heads must be "stock factory production". Official interpretation of the words "stock factory production" are as follows: A stock head will be characterized as a cylinder head which was offered as standard equipment with no performance advantage. Any cylinder head not being standard replacement OEM equipment is considered illegal. No special performance options will be allowed, including but not limited to; oversize valves, special cut valves, relocated intake or exhaust bowls or ports. No porting, polishing or gasket matching will be allowed. Heads must be cleaned, hot tanked or cleaned by another method which does not remove metal. No grinding, shot-preening, acid etching, flow honing or any process to remove metal or change flow direction.
- b. no Vortec, Chevy bow-tie, dart, world, or any other brand of manufactured or aftermarket performance heads, street or racing.
- c. Stock replacement valves only, including size except SB Chevy – 1.94 intake, 1.50 exhaust. All ford and Mopar motors are subject to prior SWS tech approval.
- d. Maximum 3 angles valve job. All angles must be centered off the valve guides. No back cutting or undercutting of valves allowed.

- e. Valve must be stock factory production specification. No dual valve springs. No after market performance springs.
- f. All rockers maximum 1.50 stamped steel only. No long rockers, no roller rockers or roller tip rockers. No stud girdles allowed. Press in studs may be changed to screw in studs.

4. **CARBURETOR**

- a. Cars 108" to 113.9" Wheelbase Must use Holley 4412, 2bbl. (500CFM) or OEM Stock 2 barrel carburetor. Any carburetor other than 4412 is subject to approval of SWS tech before race.
- b. Only one (1) two barrel carburetor is permitted and subject to tech approval.
- c. Only allowable replacement carb will be (BOX STOCK ONLY) Keith Dorton stock replacement.
- d. Cars with wheelbase 114" or greater and in excess of 3,400 LBS may use 1 (one) Holley 4150 4bbl carb. P/N 80540-1 (600 CFM) OR 80541-1 (650 CFM) OR Quadrajel.
- f. Two (2) throttle return springs are MANDATORY for all carbs, Springs must be mounted to engine block.
- g. No electric fuel pumps, fuel injection, turbo chargers, superchargers, or pressure systems allowed.
- h. Air Cleaner top and bottom to be same diameter.
- i. No modifications allowed to any carb, Exception: you may remove choke butterflies only.
- j. No controlled vacuum leaks allowed.
- k. 1" (one inch) max thick adaptor plate allowed.
- l. Air Filter: Dry Paper or K+N Gauze type air filter allowed. 15" max.

5. **FUEL SYSTEM**

- a. Pump or racing fuel only. Fuels may be mixed, however no fuel enhancers, additives or substitutes shall be permitted. No water mix allowed. No E85 Fuels permitted
- b. Fuel cell MANDATORY. Maximum of 22 gallons capacity. Fuel cell must be encased in a container no less than 20 gauge steel. Securely fastened by four (4) 1.8" x 1" straps in trunk area (two left, two right, two front, two rear). Sheet metal of trunk floor may be removed to allow placement of fuel cell only, maximum 2" clearance around cell; cell may not be lower than frame rails. If floor is removed, fuel cell must be supported by a 1" x 1" square tube frame.
- c. Fuel cell must have a ground strap from filter neck to frame and cap must be secured with approved tether.
- d. Tip over valve required on vent line.
- e. Fuel cell foam required.
- f. No nitrous or similar type systems allowed.

6. **COOLING SYSTEM**

- a. Stock fans only. Plastic fans allowed. No aluminum flex fans.
- b. No electric fans allowed.

- c. Water overflow catch can unit required. One (1) quart min., vented out to windshield, metal or plastic, mounted in engine compartment.
- d. No anti-freeze or other coolant in radiators. Water only. Fineable offense for use of coolant. Water wetter allowed.
- e. Fan clutch must be removed and changed to direct drive. Fan must remain in fan shroud.

7. **ELECTRICAL SYSTEM**

- a. Battery must be mounted behind driver. Subject to prior tech approval.
- b. All cars must be equipped with a master cut off switch located in the cockpit of the car. The switch must be within reach of the driver and safety crew from both sides of the car.
- c. Aftermarket gauges allowed. No plastic tubes to oil pressure gauge.
- d. Radios permitted
- e. All cars will have starters in good working order with switches clearly marked and accessible to the driver while strapped in. as well as from the outside of the car. All cars must be able to start on their own power to maintain their starting position.
- f. Stock ignition only. No MSD type aftermarket performance parts allowed, including but not limited to, coil, module, cap, rotor etc.
- g. No electronic traction control devices allowed.

8. **EXHAUST**

- a. Cast Iron – OEM exhaust Manifolds ONLY. No Brzenzinsky modified exhaust manifolds. No “ram horn” manifolds. Exhaust pipes may not exceed 2.5 inches inside diameter.
- b. An approved muffler is MANDATORY.
- c. Exhaust must extend behind drivers seat. Crossover pipes allowed.

9. **BODIES**

- a. Complete bumper-to-bumper steel body must be retained. Body must be stock appearing to make and model. Roof must be steel for ALL CARS.
- b. The stock floor, engine fire wall and trunk firewall must be in place as produced by the factory. Stock headlight and core support sheet metal may be removed – No Penalty.
- c. Trunk floor sheet metal and rear wheel well sheet metal may be removed – No Penalty
- d. Car must be strictly stock. No cutting, chopping, shortening or sectioning of frames or bodies allowed.
- e. 4” rear facing Hood Scoops are permitted
- f. Minimum Four (4) hood pins or fasteners are MANDATORY. Hood must be in place at the start of an event, hood must be kept in place at all times. Exposed air cleaners are approved, no more than 2” clearance from the air cleaner may be trimmed off the hood.
- g. Body sheet metal must be kept in place at all times and must be neatly finished. Holes must be filled inside and out.
- h. All chrome, lights, trim and upholstery must be removed.

- i. All doors must be welded, chained or bolted shut.
- j. Inner panel of driver door may be removed to allow proper installation of roll bars.
- k. Inner panel of passenger door may be removed to add a rub bar and for panel repair. Max One 1-1/2" bar at furthest point out and inside door panel.
- l. No gaps allowed at bottom of doors and firewalls.
- m. Hoods and Deck lids may be gutted.

10. **APPEARANCE / NUMBERING**

- a. All cars should be neatly and brightly painted.
- b. All cars will display a One (1) or Two (2) digit number series (0-99).
- c. Number will be a minimum of 18" on roof and 18" on each door.
- d. The assigned car number will be placed neatly in the right front headlight area, as large as possible, fitting neatly in the assigned areas.
- e. The assigned car number will be neatly placed on the right front of the windshield, 3" high minimum.
- f. No additional letters such as X, Y, or N are allowed, unless specifically assigned by an SWS official.
- g. Advertising or names of any kind are not allowed on the windshield. This will be reserved for a series sponsor.
- h. **Appearance of car numbers MUST be NEAT and in a contrasting color to bodywork. A single pass of spray paint without proper masking to create the number will not be acceptable. Cars with lettering not conforming to these rules will start at tail of the field.**

11. **BUMPERS**

- a. Stock only, may be gutted. Safety straps must be attached. (1/8" x 2" minimum from end to bumper quarter panels.
- b. No hidden reinforcement or nerf bars allowed.
- c. A yellow stripe, a minimum of 3" high x 24" long is to be placed on rear bumper to designate all "ROOKIE" drivers.

12. **GLASS**

- a. LEXAN windshields only, must be a minimum of 1/8" thick covering all windshield openings and must be retained by at least 2 clips each at top and bottom. If mesh is used, heavy screen of expanded metal is recommended. (1/2" square mesh minimum, 1" maximum.) Mesh screens are permitted with roll bar in center of opening.
- b. Two (2) reinforcing straps for windshields are MANDATORY.
- c. One rear view mirror only, mounted to the center of car, one mirror inside car is MANDATORY. All other mirrors are subject to prior tech approval.
- d. Rear and side windows must be removed.

13. **FRAMES**

- a. Stock frames only. No modifications. No alterations of any type allowed.
- b. No alterations, customizing or reinforcing of the chassis, other than the roll cage.
- c. Roll cage must attach securely and safely to frame. Rear kicker may be attached to frame for safety purposes only.
- d. Any sparking or dragging of any part may cause for immediate posting (black flag) from a race, and car will not be allowed to continue until the problem is repaired and

approved by an Official. Failure to comply with posting will result in immediate disqualification.

14. **SUSPENSION**

- a. No modifying of suspension is allowed. Stock OEM sway bar may be adjustable.
- b. Stock OEM lower control arms only. Must mount in stock location. No crossing OEM lines and no modifications allowed.
Upper control arm mounting must be in stock location. Stock upper control arms OK. Tubular upper control arms allowed. Must be steel, ZERO OFFSET and equal length right and left. Steel cross shafts only. Intent here is to provide an inexpensive alternative for difficult to find stock parts with minimum performance advantage.
- c. Shocks must be OEM or acceptable OEM replacements. Shocks may not exceed \$100 in cost and shall mean cost reasonable to any competitor. Driver must be able to provide receipts for any and all shocks used in competition within 72 hours of request or be subject to penalties. No pro shocks, no racing shocks, No “rebuildable” or “user serviceable” shocks.
- d. Suspension parts must remain absolutely stock for the make and model of car. Absolutely no cutting for clearance permitted. Can use NON ADJUSTBLE spring spacers.
- e. Racing coil springs are permitted provided the springs are STOCK diameter.
- f. Coil spring cars must have a cable running through spring and attached to frame and rear end (if stock clamps are missing)
- g. Binding or “Bump Stopping” of suspension components or shock absorbers is prohibited.
- h. Spring rubbers are approved for increase of spring rate only.
- i. Maximum track width is 78”. This will be a “Go, No Go” inspection. This measurement will be checked at the outside side wall of the left tire to the outside side wall off the right tire measured at center of spindle height with car race ready and driver in car.

15. **STEERING**

- a. Stock steering only. No aftermarket parts designed to correct bump steer or geometry.
- b. Steering quickeners are OK

16. **REAR ENDS and TRANSMISSIONS**

- a. Automatic transmissions with 2, 3 or 4 forward speeds + reverse OK. 4 speed automatic transmissions (200r4 and 700r4/4L60) must run with converter UNLOCKED in all gears at all times. (No converter lockup permitted)
- b. Manual transmissions are not permitted
- c. All parts to remain stock on all transmissions used.
- d. Flex Plates must be steel
- e. Automatic transmissions must have functional STOCK torque converter.

- f. Rear ends may be LOCKED or OPEN – Locked must be welded or Mini Spool
NO LOCKERS PERMITTED

17. **WHEELS, TIRES AND BRAKES.**

- a. Stock Steel four wheel brakes required, in good working order. All brakes must function. No inline adjusters allowed. No Aluminum Parts allowed.
- c. Wheels may be reinforced.
- d. Steel stock type wheels only. No aluminum, magnesium, or similar type wheels allowed. 8" maximum wheels only. Minimum 19LBS per wheel
- e. No bleeder valves permitted.
- f. Right Side Wheels - 5/8" studs recommended
- h. One ½ inch wheel spacer allowed per wheel.
Towel City Retread tire or "Take off" Used Lucas Oil Modified series tires are permitted. Towel City Retread tire suggested.
Visiting cars may run any dirt spec Hoosier tire for 2 appearances in the season – "Take off" 700's will be subject to tech approval and a durometer check. Minimum hardness on SWS durometer to be determined subject to evaluation of existing take off stock available.

18. **ROLL BARS**

- a. Driver's protection bars must be in place inside driver's compartment, You may have a front hoop to protect radiator, with 2 vertical support from frame to loop. Two bars thru trunk to frame are permitted but must be past the fuel cell.
- b. NASCAR type, 6 pt roll cage is required. 1-3/4", .090 wall gusset as necessary for strength. 1 & ½ (1.5") cages may be subject to extra driver support bars. (Door to Door)
- c. May have a front hoop for radiator protection only. Must have down bar next to radiator and (1) angled bar per side, which should connect to frame.
- d. A minimum of 3 door roll bars on each side.
- e. Driver door bars must be covered with 1/16" thick metal plate top to bottom, from front and rear uprights, welded to outside edge of door bars.
- f. Roll bars must be padded at any point where driver may come into contact with. Padding must be approved roll bar padding only.

19 **BALLAST**

- a. Any and all weight added must be stationary and secured in a manner approved by the SWS tech official and track management for safety and within the spirit of fair competition. Any added weight must be in minimum five (5#) pound blocks, must be painted white and must have car number clearly visible on each piece. All added weight must be attached with a MINIMUM of two (2) ½ inch, grade 5 bolts. Any weight bolted to Floor must be secured with washers to safely distribute load on sheet metal. Must meet tech approval. Any racecar failing to meet the minimum weight shall be subject to racing without eligibility for qualifying position, or earning season points. Additionally, it is at the discretion of SWS tech official to impose additional fines and penalties up to

and including disqualification or suspension from the race and/or race series if the weight rule conditions are not met.

20. SEATS AND SAFETY EQUIPMENT

For all safety equipment, it will be the sole responsibility of the driver, not SWS, Speedway Willow Springs, or their agents or officials to ensure that his/her safety equipment is correctly installed, maintained and properly used. Please refer to usage guidelines and adhere to them.

- a. Aluminum professionally built high back racing seat with padded headrest required.
- b. Seat must be securely bolted to a mount assembly that is an integral part of the roll cage.
- c. Seat may not be attached to the floorboard.
- d. A Five (5) point safety harness, with quick release is mandatory with a 3" wide lap belt, 3" shoulder belts, and a 2" submarine belt. All belts shall be attached to roll cage using minimum 3/8" grade 8 hardware and safety cables.
- e. Cotton harness components are prohibited.
- f. Safety harness / seat belts may be no more that three (3) years old. If necessary, proof of purchase may be required.
- g. Safety helmet must meet Snell 2000 testing standards, bear proper identification, and have no signs of previous damage.
- gg. Neck "Horse Collar" Or "Donut" is mandatory for 2016 – Hans or similar head and neck restraint is recommended. This will be enforced in 2016
- h. Window nets are MANDATORY. Minimum 1" mesh with release at top only. It is required that all window net release be updated to the quick release seat belt type with releases located facing the outside of the car. No close mesh off-road type allowed.
- i. Fire suit MANDATORY at all times.
- j. Approved racing gloves are MANDATORY.
- k. Approved racing shoes are MANDATORY.
- l. Eye protection is MANDATORY and must be in proper place at all times.
- m. Current test date (2 pound minimum) fire extinguisher to be installed within Driver's reach while strapped in. Steel mounts only, no plastic.
- n. Two (2) drive line straps, 1" x 1/8" required, mounting to be within 6" of the U-joints.
- o. Oil catch can recommended for breathers.
- p. All cars will be required to have in their pits a minimum of one 5 pound Halon or dry chemical fire extinguisher. This being visible to Tech Officials and all Crew Members. All Crew Members must be make aware of it's location(s), and knowledgeable in the use of fire extinguishers.
- q. Car and Driver will be required to make safety rule violations comply PRIOR to racing in any event.

21. INSPECTIONS

- a. All cars are subject to inspection by SWS Officials. All decisions regarding the timing and manner of the inspections, as well as which cars will be inspected are FINAL.

- b. Competitor must take whatever steps requested by the Tech Director and or the Director of Competition, including tear down of the car, to facilitate inspection of car.
- c. Only those persons approved by track officials may be admitted to the inspection area.
- d. Tech Director mandates inspections after the event. If a car that has competed in the event is called for a post race Tech inspection and fails to proceed directly to tech without permission of Lead Tech Official, that car will be disqualified. Unless the competitor can prove beyond a reasonable doubt that the violation was caused by circumstances the competitor could not control, the disqualification will stand.
- e. Any member who fails to tear down a car for inspection when requested to do so by the Director of Competition will receive a fine of no less than \$500 and/or disqualification and/or loss of championship points and/or definite suspension from SWS.

22. AIR CLEANERS AND FILTERS

- a. No Cold air induction allowed, standard air cleaners only.
- b. No air deflectors allowed.
- c. Dry paper filters or K+N or gauze type air filters OK. 15” Max Diameter. Top and bottom of air cleaner must be solid and same diameter.
- c. Tubes, funnels, or any device which may control the flow of air will not be permitted. Inside the air cleaner or between filter housing and carburetor.

23. OTHER GENERAL REGULATIONS.

Any competing car/driver found to have illegal or modified engine or suspension components per the above stated rules will be disqualified from that event and will face loss of prize money and/or points for that night. Any refusal to comply with inspection requests or confiscation of parts in question will result in a suspension of the Driver, Car and Owner for three (3) consecutive races and a fine of \$500.

Rules Interpretation: The official’s interpretation of the rules shall be final and will supersede any and all other interpretations of the rule. If you are in doubt on any rules, ask the SWS Technical Official. Ignorance to track or divisional rules is no excuse.

DEFINITION OF “STOCK” OR “OEM”

In the above stated rules, OEM or STOCK OEM means that a part of dimension must be from a standard production vehicle. “OEM” is the abbreviation for original equipment manufacturer. If parts are to be stock, stock OEM or OEM then they cannot be GM Performance, Bow-Tie, Ford Motorsports, SVO, Direct Connection such as Performance Catalogues, Mail Order of any special Off-Road or Racing Performance part. No carbon fiber parts anywhere on the car. Absolutely no removal, alteration or covering of casting numbers, manufacturer’s name, logos, insignias, etc. from any item on the car. To do so will make that part illegal and it will be treated as such.

Questions? andydadd@icloud.com
 (661) 713-8534