

# 2019 SWS Elite Division Rules

## Bodies

Body templates will not be used. Any late model or ABC-type body is acceptable (see [abcbodies.com](http://abcbodies.com) as a guide). Complete body including nose and tail covers. Steel, aluminum, or fiberglass, no carbon fiber or Kevlar. Steel interior and firewalls. Front window required (see [abcbodies.com](http://abcbodies.com), window specifications as a guide). 6.5" x 60" max. rear spoiler.

## Weight, Width, and Chassis Dimensions

Weights below are BEFORE racing. Any car may be selected for scaling prior to heats or dashes per discretion of tech director. Coil-over cars **3050 lbs** minimum weight (Big spring cars 4.75" min O.D. springs **2950 lbs** min. weight) with driver at 57% left with perimeter chassis. (Straight rail chassis 56%) before the race. All cars maximum left side weight is 57% before racing (straight rail chassis is 56%) Leaf Spring Late model cars may run 58% Left. 68" max tread width. (81" outside tire to outside tire at spindle height) 44" min. roof height. 105" min. wheelbase ½" tolerance.

## Engine Requirements

Stock unmodified OEM mass produced cast iron block. Wet sump oiling only. Accusump permitted. 361 max. c.i. including wear. 11.5 to 1 max. compression. No titanium engine parts except retainers. Any aluminum or steel intake manifold. 2 throttle return springs. Engines with aftermarket racing type heads (Brodix, Dart, etc) must run a 2 BBL 4412 Holley (casting 3250) with 1-11/16" bore. No modifications allowed. Engines with mass produced cast-iron heads including cast-iron Bowtie heads may run a 2 BBL or 4 BBL carburetor. (604 crate may also run a 2bbl or 4bbl carb) The engine must be located so that the forward most spark plug hole is a maximum of 2" behind the centerline of the upper ball joints centered within 1" of front tread width. GM CT525 Crate engine MUST run 2 BBL 4412 Holley (casting 3250) with SWS 2 bbl restrictor.

## Electrical System

No traction control. No electronic monitoring computer devices capable of storing or transmitting information except tachometers. Must have functioning starter near stock location. Must have master electrical cut-off switch located in the cockpit within reach of driver and safety crew from both sides of the car. Battery must be mounted safely.

## Engine cooling

If a mechanical fan is used, it must have a shroud.

Radiator must be in front of the engine and close to upright. No antifreeze. Water Wetter ok.

1 qt. min. overflow with exit hose mounted at base of passenger side of the windshield.

Stock operating, stock-mounted mechanical, belt-driven water pump.

## Engine Exhaust

Any steel header above or below the engine. Max. 95db @ 100ft. Passenger door exit recommended.

## **Drivetrain**

Any OEM or aftermarket manual transmission. No transmissions with enclosed clutches.

Min. 5.5" steel clutch pressure plates and discs. Aluminum or steel flywheel.

Steel driveshaft painted white with 2 steel safety loops.

Any rear end housing. Cambered rear ends are not permitted.

## **Frames/Chassis/Roll cages**

Any all steel chassis. Min. 1.75" o.d. x .090" wall thickness steel Nascar-type roll cage mandatory. 3 contoured horizontal driver side door bars mounted between the pillars with 2 vertical bars extending from the windshield opening to the frame and covered with 1/16" steel plate welded to the door bars. 2 horizontal passenger side door bars mounted between the pillars with 2 vertical bars extending from the windshield opening to the frame. Any areas of the roll cage that may come in contact with the driver must be covered with roll bar padding. No pipe insulation.

## **Suspension**

No independent rear suspension. Independent front suspension required. Any sway bar and mount. Static weight jacks ok. No weight may be moved while the car is in motion or on the race track. Any mono-tube single adjustable shock, no base valves, (exception: All steel body twin tube shocks base valves ok). No external reservoirs. One shock per wheel, bump stops ok. Rubber biscuit or spring is permitted on 3rd link. No shocks permitted on 3rd link.

## **Steering**

Quick release steering wheel with 2" thick pad in the center required. Collapsible column, two u-joints ok.

## **Brakes**

Four wheel brakes. Any steel non-coated rotor. Any hub, caliper, pedal, master cylinder and bias valves.

## **Fuel System**

Pump or racing fuel only. No additives, blending, alcohol, cooling, or oxygenates.

Approved steel fuel cell mounted as far forward as possible in the trunk. Min. 6" fuel cell can to the ground. 1" x 1" steel cage around the fuel cell can. Fuel cell assembly must be bolted or welded to a steel framework bolted or welded to the frame of the car. Fuel cell protection bars required. 18 ga. steel box with 1/2" drain hole in the lower right rear corner. Ground strap from filler neck to the frame. Tethered cap. No glass filters, electric fuel pumps or belt driven fuel pumps. Fuel line must pass through metal tube sealed at both ends if run through driver's compartment and marked "DO NOT CUT FUEL LINE".

## **Tires and Wheels**

**15"x 8" or 15"x10" steel wheels.** No bleeders. Towel City 8" slick. No treating or modifying. **15" x 8" wheels get a 100 lb weight break.**

## Seats and Safety Equipment

- A. For all safety equipment. It will be the sole responsibility of the driver, not SWS, their agents/officials or corporate officers to ensure that his/her safety equipment is correctly installed, maintained, and properly used. Please refer to manufacturer installation and usage guide lines and adhere to them.
- B. Aluminum professionally built high back racing seat required. No plastic, etc.
- C. Padded headrest required.
- D. Seat must be securely bolted to a mount assembly that is an integral part of the roll cage. 6 bolts min.
- E. Seat will not be attached to the floorboard.
- F. A five (5) point safety harness, with quick release is mandatory! 3" wide lap belt, 2" or 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.
- G. Cotton harness components prohibited.
- H. Safety harnesses/seat belts may be no more than three (3) years old. Must have manufacture date.
- I. Helmets; Head and Neck Restraint Devices:
  - a. Snell SA2010 or SA2015 helmet required.
  - b. Full face helmets with Lexan face shield recommended.
  - c. Nomax helmet, skirt, and Nomax covered chinstrap highly recommended.
  - d. A HANS or Hutchens type head and neck restraint device is recommended.
- J. Window net mandatory! Minimum 1" mesh with release at top only. It is required that all window net releases be updated to the quick release seat belt type with releases located and facing the outside of the car. No close mesh off-road type allowed.
- K. Fire suit mandatory at all times.
- L. Approved racing gloves mandatory. No welding gloves, gardening gloves, etc.
- M. Approved racing shoes mandatory.
- N. Eye protection is mandatory and must be in proper place at all times.
- O. Current test date (2 pound minimum) fire extinguisher to be installed in the car within drivers reach while strapped in. Steel mounts only, no plastic.
- P. All cars will be required to have in their pits a minimum of one five pound, Halon or dry chemical fire extinguisher. This is to be visible to tech officials and all crewmembers. All crew members must be made aware of this location, and knowledgeable in the use of the fire extinguisher.
- Q. Car and driver will be required to make safety rule violations comply PRIOR to racing any event.
- R. The use of a two-way radio with a spotter and/or pit crew is recommended, not mandatory. SWS official radio frequency is (TBD). It is highly recommended that all racers monitor this frequency during all races. This will speed up getting cars lined up during yellow flags.

## **Appearance and Identification**

- A. All cars are to be neatly and brightly painted.
- B. Numbers will be a minimum of 18" on the roof and both door panels. Numbers on the roof to face toward scoring tower (flag stand).
- C. Numbers assigned to car will be displayed on the top right front of windshield, 3" minimum.
- D. No duplication of numbers, additional letters such as "X", "Y", "and N" are not to be used.
- E. Advertising or names on the windshield is permitted.
- F. Advertising that is deemed to be unsuitable/offensive, will not be allowed. Decision of SWS will be official.
- G. Series sponsor decals, if any, must be placed on designated location of car.

## **Additional Competition Notes:**

### **STI Super Trucks may compete in the ELITE DIVISION at SWS.**

- STI general rules apply
- STI Spec motor or 602 motor
- Weight – 2750 lbs. 57 percent left.
- Must run LOCKED rear end per STI rules – Any Gear
- Subject to SWS tire rules – TOWEL CITY RETREAD

### **South West Tour Trucks may compete in the ELITE DIVISION at SWS.**

- SWTT general rules apply – 602 Crate= 2900lbs Open 305 cid= 2850lbs - 57 percent left.
- Hoosier 2040 Tire OK for 2 appearances in any season. Anyone wishing to compete in the SWS Elite Division in more than 2 events should contact the competition director for adjustments necessary to run Towel City Retread tire.

### **IMCA SportMod (GA modified) Cars may compete in the ELITE DIVISION at SWS.**

- Weight – 2800 lbs. (This is +100 from 2017 rule) 56.0 percent left. 52 percent rear.
- 4412 2bbl Carburetor ONLY
- TOWEL CITY RETREAD

### **Spec Mods may compete in the ELITE DIVISION at SWS.**

- KCR Spec Mod Rules Apply (4bbl OK per rules)
- Weight – 2600 lbs. 55 percent left.
- TOWEL CITY RETREAD

**Super Late Models, Late Models, Southwest Tour Trucks, STI Super Trucks, IMCA Sport Mod (Grand American Modified), & Spec Mods.**

SWS reserves the right to alter or amend the rules and regulations in the interest of safety, cost control, and/or fair competition. It is the responsibility of each competitor to read and understand the contents of these rules. If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the SWS Competition Director and Tech Director shall prevail.

AMENDMENTS: may be made at any time to address needs of even competition in this mixed class. Any changes will be posted on web page and discussed in our pre-race driver's meetings. Racers will have one race to meet new changes unless a different agreement is made with officials. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of SWS racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which SWS events will be governed. The SWS Tech Director and Competition director is authorized to decide if an equipment change or modification is an attempt to circumvent these rules. The SWS Tech Director can and will disqualify a race car in violation of the spirit and intent of these rules. If this rulebook does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by SWS by passing through prior technical inspections.

The Tech/Competition Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the Tech Director. His decision is final.

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. All participants, guest and crew members fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury. The participants, guest and crew members voluntarily assume these risks.

**Competition Director: Ray Butler (661)361-0871 1safetydude@gmail.com**