SWSCA V8 Stock Rules – Updated 2023

DISCLAIMER

The ruled and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum requirements for such events. These rules shall govern the conditions of all events, and by participating in these events, participants are deemed to have complied with all of these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM

PUBLICATION OF OR COMPLIANCE WITH, THESE RULES! They 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.

Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

# INTENT

SWSCA officials will attempt to maintain a competitive field or cars while controlling the costs associated with fielding a car. Competitors will be discouraged from investing in any non-safety related items. Situations may arise where the intent rule is referenced. The division is open to any driver that meets the criteria set out by the SWSCA.

# CAR MODELS

2.1 North American rear wheel drive cars with front engines, steel body Sedans.

2.2 Full or mid-size trucks or fiber glass bodied cars (Ex. Sportsman Chassis).

2.3 No coil over or pro-stock cars.

2.4 Frames must be OEM, no tube chassis.

All cars will have max left front camber or +4.0 degrees and a max right front measurement of -6.0 +/- .5 degrees at no tolerance at ride height.

All cars can use stock OEM shocks or if race shocks are used, the must be these 4 choices: AFCO #1078, 1275 FB, 1276 FB, and 1477 FB. One per wheel and no split valves.

Sway bars are to be stock, mounted to frame in stock location with stock mounts. No Hotchkis sway bars. Adjustable sway bar allowed.

4.4 A master kill switch must be installed in the middle of the car,so as to be within easy reach of the driver on the inside and track officials from the outside.

4.5 Driver’s side window net, with quick release from top is mandatory.

4.6 A securely mounted, easily removed (quick release) fire extinguisher is required, within easy reach of the driver. It must have a recharge slip dated no earlier than January first of the current year, or an unbroken seal. Bracket securing the fire extinguisher to car must be metal type. No plastic brackets allowed.

4.7 A minimum 5-point harness is mandatory. Shoulder belts must be fastened to the roll bar at shoulder height. The rest mounted to the floor or roll cage.

4.8 Helmets must be worn whenever car is on the track.

4.9 Full-faced helmets are mandatory. Helmet must be SA, 2010 or newer. No

DOT or M-rated helmets. Helmets must be free of cracks and must accompany car at time of inspection.

4.10 A HANS DEVICE (OR EQUIVALENT) IS MANDATORY.

4.11 Driver must wear a SFI fire rated driver’s suit.

4.12 Driver must wear SFI fire rated driver’s gloves.

4.13 SFI FIRE RATED BOOTS ARE MANDATORY.

1. SEAT – Aluminum Racing Seat only as per Insurance Policy.
2. BRAKES – are to be “OEM” no aftermarket brakes (ex. Willwood)
3. TRANSMISSIONS: Automatic transmissions only.
4. ENGINES:
   1. Stock Valve Train. Carburetors are to be 2 or 4-barrel. Cars must run alternator.
   2. Recommended Motor: 1994 GM Truck or older. 1995 and newer not allowed.
   3. GM Manufacturer Part Number 12681430.
   4. No Vortec Engines.
   5. Motors are to be stock. CAM is to be stock; no lift/vacuum rule circle track custom grinds. Lift and Duration may be checked at any time. Recommended small block chevy cam. G.M. part #3896929, CAM Lift as follows:
   6. Int. 390 Ex. 410 Duration 195/210 for GM Motors 350 cu in 5 (355 cu in Crate)
   7. Int. 445 Ex. 453 For Ford Motors 351 cu in 6 (356 cu in Crate)
   8. Int. 410 Ex. 410 for Mopar Motors 360 cu in 5 (365 in Crate)
   9. No porting or planning of heads.
   10. Cast iron 4-barrel intake, no porting or gasket matching.

At any time, motors are subject to:

a. Vacuum test must pull a min, of 18 inches of vacuum at 800 RPM. During Vac test engine timing will be set between 32-35 degrees Full Advance. b. Cubic inch test.

* + 1. Head on lift check and/or duration test.
    2. D-Valve lash test, 0 valve lash only/

1. EXHAUST: No Headers
   1. Manifold with “OEM” tail pipe not to exceed 2 ½” outside diameter in size vented out passenger door or out the rear behind Driver pointed away from fuel cell.
2. TIRES: Used Hosier slicks or Used Sportsman tires only. NO New Tires. Tires may be subject to measurement at discretion of Track Officials. No American Racers allowed.
3. NO ADJUSTABLE SHOCKS ALLOWED.
4. REAR GEAR: no quick-change rear ends.

Cars must start the race day complete; all brakes, bumpers, hood, and body panels must be functional.

1. TECHNICAL/OTHER
   1. We endeavor to make the rules as explicit as we can. If it does not say you are permitted to do something, then you are not permitted to do it.
   2. Any car is subject to be claimed at the end of the day for inspection.
   3. Cheating will result in the loss of any points for the day.
   4. All Cars (including Grandfathered Cars) must meet a minimum weight of 3200 pounds with the Driver in the Car full of fuel.
   5. Cars with Screw jacks or similar adjustable suspension devices must meet a minimum weight of 3250 pounds with the Driver in the Car full of Fuel. With max left side of 55% and 45% rear.

All steel bodied “street stock” chassis without screw jacks may weigh 3200 pounds with a max left side of 56% and 45% Rear.