

2012 HORNET CLASS RULES

The rules set forth herein are designed to provide fair parameters for competition and a high level of safety. The emphasis is on keeping this class of cars inexpensive to build as well as providing for the safety and fun of the participants. It is the driver/owners responsibility to ensure his/her car is legal. If there is any question about rules contact the Tech. staff.

Non-conforming cars will not be allowed to compete except for minor variations.

The final decision of the Track Officials and their interpretation of these rules will be the final ruling.

1. BODY

- A. North American model, stock production car. Must meet North American factory published specifications for year, make and model.
- B. No trucks, rotary engines, convertibles or all wheel drive.
- C. Must have complete factory body.
- D. Factory steel sunroof acceptable but must be welded or bolted in such a way as to ensure the panel does not come loose or free. Glass panels must be removed and opening closed in with sheet metal.
- E. T-roof style cars must weld or bolt steel roof panels in such a way as to ensure the panel does not come loose or free. Glass panels must be removed and a metal tube must be welded between the windshield pillar and the door pillar at the top of the door opening. Remaining roof opening must be closed in with sheet metal.
- F. Battery must be securely fastened with a min. 1/8" solid steel strap/bar and must remain under hood in the factory location.
- G. All glass (except windshield), moldings, trim and lights must be removed No loose glass/debris to be left in the car (vacuum it out). The exception is the high mount rear brake light which must be retained and kept in working order. A clearance or similar style light may be used if the car was not originally equipped with a third brake light.
- H. Bumpers, front and rear, must have three metal tabs. One tab to be located at each end of the bumper with the third tab being located at the center point of the bumper. Tabs must be a minimum of 2" by 4" in size. Rivet or bolt tabs only, no sheet metal screws.
- I. Only factory installed spoilers allowed no aftermarket parts.
- J. Body parts lost or destroyed during racing must be replaced by the next race day.
- K. All repairs to holes and interior/exterior panels to be made with the same gauge (thickness) sheet metal as the area/part being replaced.
- L. No gutting of interior sheet metal.
- M. No added bracing.
- N. No sharp edges.
- O. No adding of weight to car except by direction of Tech. Minimum 1/2" hole/s may be drilled in the rocker panels by Tech. to allow for inspection.

2. INTERIOR

- A. All flammable material must be removed except for the dashboard, steering wheel and pedal assemblies. These are to remain stock for year, make and model of car.
- B. Under hood and under trunk flammable material must be removed.
- C. If equipped with an air bag it must be removed.
- D. Must have a working horn. Radio/speakers are optional.

3. WINDSHIELD

- A. A full windshield is required.
- B. Cars equipped with a gasket style (non-glued) mounting method must have four metal tabs (two top, two bottom) riveted to the body on the outside of the glass.

4. FRAME/SUSPENSION

- A. Stock factory frame, suspension and mounting hardware.
- B. OEM style replacement parts only.
- C. Factory part numbers to remain intact or part/s will be deemed illegal.
- D. No heating, bending or modification of any type is allowed on suspension pieces.
- E. Right front camber measurement is to be a maximum of 1.3 degrees of negative camber as measured by Tech. If your car has less than the allowable number of degrees of camber it DOES NOT mean you can use existing factory adjustments, adjustable camber plates/mounts, slot factory mounting points or otherwise modify the factory mounting points to achieve the maximum camber measurement. The purpose of this allowance is to compensate for damage that occurs during competition and NOT to increase handling capabilities.
- F. All other caster/camber measurements to remain as set at the factory and must be within the suggested specifications. You MAY NOT use available factory adjustments to exceed the factory suggested specifications.

If found in violation of these measurements by Tech. you will not be allowed to race until the necessary corrections have been made and race points earned may be taken away.

- G. Dust boots/covers on shocks and struts must be removed or slotted. This pertains to the covering that protects the telescoping part of the shock/strut. The entire length of the telescoping part of the shock/strut must be visible to Tech.
- H. No clamps, adjusters, spacers or chain allowed.
- I. No added bracing allowed.

5. WHEELS/TIRES/BRAKES

- A. Approved DOT 65 series, or larger, passenger tires only.
- B. Tires must have a 200 tread wear rating or better.
- C. All four tires and wheels must be the same size.
- D. No bald spots, separating or bald tires.
- E. No tire treatments or softeners.
- F. Mass produced steel or aluminum wheels only.
- G. Wheel offset/backset not to exceed factory specifications for car model.
- H. No spacers of any kind.
- I. No broken or missing wheel studs or nuts.
- J. No pound on type wheel weights.
- K. Must have four wheel working brakes.
- L. Must retain factory calipers.
- M. Removal of hand brake allowed. Absolutely no other alteration of any brake component allowed.

6. GAS TANK/FUEL CELL

- A. If the stock tank is located in **front** of the rear axle assembly it may remain.
- B. If the stock tank is **behind** the rear axle assembly it **must** be removed and mounted in the trunk/hatch area.
- C. A fuel cell may be used in place of the stock gas tank.
- D. Stock tank or fuel cell must be enclosed in a metal box with a ground strap from the filler neck to the body if relocated to the trunk/hatch area. Tank must be securely fastened with two 1/8" by 1" wide metal straps.
- E. A full metal firewall must separate the trunk/hatch area from the passenger compartment if the gas tank has been relocated inside the vehicle.
- F. No boat tanks allowed.

7. ENGINE/TRANSMISSION

- A. 4-cylinder engine, maximum 155 horsepower as originally advertised by the manufacturer.
- B. Engine, top of engine to bottom of oil pan, must be stock for year, make and model of car. You must be able to show Tech. the engine and head casting numbers to verify that the engine/head combinations are stock for your application. If the engine needs to be replaced, it must be replaced with the same engine as originally equipped if available. If a different engine is being swapped in then you must provide Tech. with the technical information for both the existing engine and the engine you are proposing to swap in. This information will include the car model, engine and head codes, horsepower rating and manifold/injector information for each engine. Tech. will review and verify the information provided and decide if the swap will be allowed. Any swap being made **MUST** have prior Tech. approval. Any modification from stock must have prior Tech. approval. Absolutely no performance enhancing modifications allowed.
- C. Engine must be equipped with the complete, factory stock, enclosed air cleaner/filter assembly. No cutting or modifying of the air cleaner assembly. O.E.M. style paper air filter elements only.
- D. On cars equipped with a timing BELT a 2" diameter hole must be cut in the timing belt cover to allow for cam gear inspection. On cars with a timing CHAIN a hole is not required but the valve cover/timing cover **MUST** be removed for inspection when requested by Tech.
- E. No turbo or superchargers.
- F. Transmission must remain stock for year, make and model of car.
- G. No synthetic oils or fluids. No anti freeze. No fuel additives, pump gas only.

8. EXHAUST

- A. Must exit from beneath the car and behind the driver.
- B. Must be equipped with a muffler.
- C. Must meet the 95db track noise rule.

9. SAFETY

- A. Minimum single hoop roll bar with cross brace and two down bars is required. One end of the down bar to be welded to the top of the roll bar and the other end of the down bar to be welded to the front face of the rear suspension mounting structure. A four point cage may also be used if approved by Tech. and may not be used to stiffen the car. Minimum of two horizontal bars with two vertical support bars on the drivers' side, minimum one horizontal bar on the passenger side. Roll bar/cage material is to be a minimum of 1 1/2" O.D. X .120 wall steel tubing. Tubing material only, No pipe material. Proof of material used may be required and is the responsibility of the driver to provide. Tech. reserves the right to drill a min. 3/16" hole/s in the roll bar/roll cage to verify the material used. NOTE: Before you build check with Hornet Tech. to be sure you meet the safety requirements. No interior panels to be gutted to accommodate cage installation. No cage structure to extend forward of the engine firewall or rearward of the center point of the rear suspension mounting

structure. Absolutely no other bracing allowed. Gussets recommended where tubing is welded together. All welds to be of good quality and must be as complete as possible. NO tack welds! If the roll bar/cage is bolted to the floor pan, 4" X 4" X min. 1/8" thick steel mounting plates must be used with a corresponding plate under the floor pan. Minimum of two, 1/2" diameter, Grade 5 bolts to be used. Cars built with the upright/t-bar systems prior to the 2009 rules implementation will be allowed to continue competing but it is strongly recommended that drivers of these cars update to the new minimum standard.

- B. Must have two drivers' door reinforcements, minimum 4" channel, and extending as close to 6" ahead of and 6" behind the door opening as possible without entering the wheel well areas. Channel must be bolted with min. 1/2" diameter grade 5 bolts and large washers to the "A" pillar (windshield) and the "B" pillar (door latch pillar). Channel must be mounted on the exterior of the door and each end must be cut at a 45-degree angle. Angled area must be capped with minimum 1/8" thick steel plate welded to the channel. Top channel must be mounted midway up the door. Lower channel to be mounted with the bottom edge of the channel no lower than the door/rocker seam and no higher than 4" above the door/rocker seam. Passenger door must be chained (min. 3/8" chain) shut but must still be able to open for Safety Personnel. Use a snap type (carabiner) clip, not a bolt, to secure the chain.
- C. Doors must be welded, clamped or bolted shut securely.
- D. An approved aluminum race seat is required. Seat must have a brace to support the shoulder area of the seat. Brace to be welded to the roll bar/cage and must be bolted to the seat with a minimum of two bolts.
- E. A fully charged 2 1/2 lb. fire extinguisher mounted within easy reach of the driver is required. Metal style mounts. Mount must be bolted or riveted, NO sheet metal screws.
- F. An approved window net is required on the drivers' door. The window net must be in good condition. No frayed, cut, repaired or otherwise modified nets will be allowed. Net must be mounted with minimum 3/8" diameter solid, unthreaded steel rod, no re-bar. Net must be latched at the top (roof) and open downwards. Window net mounts to be welded or bolted. No hose clamps, rivets or sheet metal screws.
- G. 3" wide 5-point race harness mandatory. Must be properly positioned and mounted using the factory seat belt bolts or min. 1/2" diameter grade 5 or better bolts.
- H. An approved SFI-1 single layer or better fire suit is mandatory. Neck braces and D.O.T. or better helmets are required.

10. PAINT/NUMBERS

- A. Choice of color is at the drivers' discretion with the exception that the majority color cannot be black (less than 50%). Dark colored cars will have a strip of yellow reflective tape applied (by Tech.) to aid in visibility.
- B. Doors to remain the color of the body with a min. 18" high number in a highly contrasting color. No design or decoration other than the number is allowed on the doors. Roof numbers, if used, to be 36" (or as large as roof area allows) high.
- C. A 5" high WHITE number is required on top right front corner of windshield.

No two-way radio/phone communications between the driver and the pit or the grandstand areas. Violation of any of these rules may result in loss of daily points, trophies, and monies. Serious or continued violations may result in suspension of racing privileges for a period to be determined by the Track Executive. Track Officials reserve the right to refuse to allow a car to compete if the car is considered unsafe due to excessive rust, structural or accident damage. Lineup and direction of racing to be decided by the Track Officials. In addition to the Hornet class rules you are required to know and abide by the Agassiz Speedway General Rules.