CLASS AND TITLE SPONSORS:

HORNET RULES

Jan 28, 2025

1.0 DISCLAIMER

1.1 These rules are intended for both Hornet “A” and Hornet “B” classes. Differences between the two levels are clearly noted within however, pay particular attention to car-type, tire/wheel and Horsepower differences. If you have any questions, contact Saratoga Speedway Technical Directors.

1.2 These rules are developed in conjunction with the “General Rule Book” and are meant to govern operational and competition activities of Saratoga Speedway. At times rules from one may refer to rules from the other thus both rulebooks support each other and must be adhered to.

1.3 These rules shall govern the condition of all events and by participation in these events, all participants are deemed to have read and understood these rules.

1.4 No expressed or implied warrant of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participant spectator.

1.5 The track owners and general managers may permit deviations from or modifications to any of the specifications herein or impose any further restrictions at their sole discretion.

1.6 No expressed or implied warranty of safety shall result from such alteration of specifications or rules.

1.7 Any interpretation of deviation of these rules is left to the discretion of the Race Director and General Manager(s). Their decision is final without appeal.

1.8 If there is a disagreement or dispute regarding the meaning or application of the Saratoga Speedway (SS) Rules, the interpretation and application by the track owners, general manager(s) and the appropriate SS official at the track shall prevail.

1.9 All competitors and officials expressly agree that determinations by SS officials as to the applicability and interpretation of the SS rules are non-litigable and they covenant that they will not initiate or maintain litigation of any kind against SS or anyone acting on behalf of SS, to reverse or modify such determinations or to recover damages or to seek any other kind of relief allegedly incurred.

1.10 If a competitor initiates or maintains litigation in violation of this covenant, that competitor agrees to reimburse Saratoga Speedway Ltd for the costs of such litigation, including attorneys' fees.

1.11 The Saratoga Speedway Ltd. Officials may make special rules for an event due to extraordinary conditions. Such special rules shall apply to the conduct of that event if they are published or announced prior to the commencement of the event by means of a bulletin, newsletter, telephone, fax, or pre-race meeting at the sole discretion of General Managers or track Owners. Saratoga Speedway Ltd who may also amend current rules as deemed necessary.

1.12 SS assumes no responsibility for damage or loss of your equipment, vehicle, or any parts by any means whatsoever.

1.13 Minor drivers (under 19 years of age) and their parents are responsible to read and understand the rules and regulations set forth in this rulebook.

1.14 COMPETITOR OBLIGATION: Every driver must inspect the racing surface and the racetrack area to learn of any defects, obstructions, or anything which, in the driver's opinion, is unsafe and the driver shall report in writing to a track official.

- Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory.

- If the driver does not feel that conditions are satisfactory, then the driver should not race.
- The driver further acknowledges that he is aware that auto racing involves risks and that by competing in that event the driver assumes these risks with full awareness and knowledge.

1.15 All rules are subject to the interpretation of the officials; any equipment that officials consider exotic or not in the intent of the rules will be considered illegal for competition.

1.16 In the interest of competitive fairness these rules may be adjusted to create a competitive balance.

1.17 The track management has authorized the Technical Directors to decide if a modification or equipment change is an attempt to circumvent these rules. The Technical Director may disqualify a race car that they feel is in violation of the spirit or intent of these rules.

1.18 If the rulebook does not specifically state that you can alter, modify, or replace something on your car you should consider it a violation to do so without first consulting the Tech Director.

1.19 No part is deemed to have been approved by having passed through previous inspections; approved modifications will be recorded for reference.

2.0 GENERAL

2.1 All drivers are required to have a functioning Raceceiver radio with functioning earplugs or headphones when they enter the track surface for racing or practice (during race events).

2.2 The Driver of each car represents to officials and all others that his car has satisfied all applicable rules including but not limited to safety rules whenever such driver participates in any warm-up, practice, or competitive laps.

2.3 Passengers are not authorised during Hornet class competition and may only be authorised at any other time by track officials on a case-by-case basis.

2.4 Stereos, radios, personal listening devices, or any other device that emits sound or might in any way distract a driver are a safety hazard. These devices are not authorized while on the racing

surface and may be confiscated by track officials upon discovery. Second infraction will result in loss of championship points for that race and may result in a 1-race suspension.

2.5 Any prohibited or illegal part found might become property of Saratoga Speedway at the discretion of the tech director or general managers.

2.6 Driver's meeting is mandatory; all drivers must attend. Any driver who misses the driver's meeting will start at the back of their respective race.

2.7 All cars must have transponder securely mounted.

- Must have an un-obstructed view of the track surface.
- Must be located on the right-rear frame or sub-frame 12 inches behind the rear axle centre line.
- Contact tech director for information or variance.

2.8 Saratoga Speedway officials will decide on all construction rules;

- Official decisions will be final and binding.
- The burden of proof regarding any concerns will be the sole responsibility of the driver/builder.
- It is recommended that you contact class tech director for approval prior to purchasing parts or carrying out modification.

2.9 Out of sequence safety/technical laps can be requested to confirm car operation; request can be made to pit boss or assistant and must be approved by race director.

2.10 Safety inspections will be regularly held during pre-season practices or by request prior to the day before the first race of the season. All cars will be safety checked prior to first race of the season and then be subject to spot-check at the discretion of track officials.

2.11 Any car unable to maintain a competitive pace and is, at the opinion of officials, creating a safety hazard will be removed from competition.

2.12 Any car repeatedly unable to start may be removed from competition at the discretion of the officials.

2.13 Any car that does not make race staging when directed to do so by an official may be directed to line up at the back or other position at the discretion of the pit boss or race director.

2.14 Rules may be subject to change or updating at any time to ensure a safe and fair level of competition.

2.15 Any part or equipment found during an inspection or any other time, that does not meet applicable Saratoga Speedway standards must be surrendered to Tech Officials at their request and may not be returned.

2.16 Failing to surrender the illegal part or parts will result in penalties and possible suspension.

2.17 Saratoga Speedway Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time.

2.18 No equipment will be considered as having been approved by reason of passing through inspection in the past.

2.19 Officials recommend that you carefully study the Saratoga Speedway rulebooks to be familiar with all aspects of racing. If you are considering a part for modification or procedure not covered in these rules, contact Tech Official before proceeding with any purchases or modifications.

2.20 If you have any questions about race operations, contact the Race Director: Brian Cross or Speedway General Manager: Pat Monsigneur.

2.21 If you have any questions about speedway operations, contact the General Managers.

3.0 PROTESTS

3.1 The General Rules Book Paragraphs 16 and 17 shall govern all protests and appeals.

3.2 Hornet car protest fees (ref: General Rules Book paragraph 16.4) are as follows:

- $250.00 to accompany each official Hornet engine or transmission protest.
- $100.00 to accompany any non-engine or transmission Hornet protest.

4.0 ELIGIBILITY

4.1 Drivers must be 14 years of age before the first official race of the season.

4.2 Special dispensation may be available at the discretion of the General Manager or Track Owner to permit drivers younger than 14 to compete.

4.3 All drivers and crewmembers under 19 YO must complete the digital minor's release/waiver before entering the pit or racing surface. Digital forms are available online.

4.4 Rookies must display a yellow ribbon on FRONT and REAR bumper for their rookie season or until authorized by the officials to remove it.

4.5 All drivers must register their car and team before entering the pits in 2022. All drivers must be registered members of Saratoga Speedway in good standing to compete and to collect championship points or awards.

4.6 Driver substitutions may be authorized by track owners, general managers or race director only. Only registered substitute driver must drive that car. Unapproved driver substitutions will result in loss of all points and forfeiture of payout and tow-dough for that night.

5.0 HORNET TRACK RULES (see paragraph 10: "RULES OF ENGAGEMENT" in the General Rule book)

5.1 It is the responsibility of each race team to have access to a current set of rules for the division/class that they are participating in.

5.2 It is the responsibility of each driver, pit member, owner, or sponsor who enters the pits to have read and to abide by the Saratoga Speedway General Rules.

5.3 The list of officials and description of duties and authorities are listed in the "General Rules" Paragraph 10 "Rules Of Engagement".

5.4 Officials will establish the race event procedures, starting positions, length, frequency and administration of all events and programs. When their decision is rendered, that decision will be final and binding. The race may be shortened due to time allotted or weather

and once the feature race has passed the halfway point, it will be considered as an official race.

5.5 The class tech director may from time to time request the removal of a part or tear down for tech inspection. Refusal to comply with such requests will result in the part in question to be deemed illegal and until it is inspected and deemed legal by tech director; the car in question will not be allowed on the track or to enter in competition until cleared to do so by the appropriate official.

5.6 With the exception of “Protests” (Paragraphs 16 and 17 General Rules book), all complaints, disputes, or problems will be directed to either of the Pit Boss, Tech Director, or Race Director at the completion of that race or completion of the nights racing events. Complaints are not to be made to the scorers, starter (flag man) or announcers. Any driver, car owner, crew member or family member who goes to the scoring tower or flag tower at any time to dispute a call may result in removal from Saratoga Speedway and/or penalties assessed to the driver of the car they are associated with.

5.7 Any Driver stopping on the racing surface to argue with an Official, regarding an Officials decision, will be automatically disqualified from the event and or suspended; their car removed from the racing surface.

5.8 Only 1-way track-mandatory “Raceceiver” communications systems between Race Director and Race Drivers are authorized for use. Use of any unauthorised communication devices are NOT allowed and will be subject to confiscation by track officials and driver will be subject to penalties.

5.9 End of the year tie breaker procedures:

- Most first place A-Main wins; if still tied after wins the tiebreaker will continue as follows until tie is broken:
- Most A-Main second place finishes; most third place A-Main finishes; most top five finishes (all events); and highest win percentage in all events.

5.10 ROOKIE OF THE YEAR: If you run more than five (5) races in Hornets and/or an upper division in any previous season, you are not eligible to compete for Rookie of The Year in Hornets.

6.0 HORNET COMPETITION PRODECURES (see paragraph 10: "RULES OF ENGAGEMENT" in the General Rule Book for reference)

6.1 Saratoga Speedway reserves the right to modify, omit, add, or otherwise make changes to all competition procedures at any time, and at the sole discretion of track owners and general managers in the interest of operations and fair competition.

6.2 Time trials will be performed at all Saratoga Speedway events unless otherwise indicated by the officials. Qualifying will consist of group qualifying or two continuous qualifying laps.

6.3 Heat Races will normally be eight (8) laps unless otherwise indicated by the officials. All heat races will be fully inverted with even numbered qualifiers in one and odd qualifiers in the other.

6.4 Officials will determine how many cars will start the Mains. All Main events will be inverted. The invert will be decided by the officials.

6.5 The officials will indicate the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting and the line ups will be displayed on the information monitor located on the "Pit Stop" concession north wall by the tech pads.

6.6 Line ups will be staged by the Pit Boss and her assistants who will indicate to drivers that staging will take place (normally) at the infield on the corner-3 pit entrance, but possibly at the front stretch pit exit, or directly on the front stretch as required by the officials. Failure to position race car in a prompt and orderly manner at the command of the pit boss or designate may result in loss of starting position at the discretion of the pit boss and/or track officials.

6.7 In the event of a car dropping out of the staged line up for mechanical reasons, the row will move straight forward.

6.8 Any car involved in a caution will be moved to the back of the line for the re-start at the Race Director's discretion.

7.0 SAFETY AND DRIVER PROTECTIVE EQUIPMENT (see Saratoga Speedway General Rule Book para. 7 for reference).

7.1 Drivers are required to wear a clean driving suit and gloves of fire-resistant material that effectively covers the body.

7.2 Insurance mandated minimum suit rating: SF3.2A/5. (example: Zamp ZR-30 Race Suit Black [racedaysafety.com]) NOTE: Marks Work Warehouse fire protection overalls do not meet insurance standard and are not permitted.

7.3 Fire resistant shoes, socks, head sock and underwear are highly recommended.

7.4 Driver's suits with significant rips, tears, and holes, or that are significantly soiled with contaminants are not approved.

7.5 Mandatory that driver wears a helmet with certified SA 2015 standard Snell and/or SFI 31.1 or 31.2 sticker. M or DOT rated helmets are not permitted.

7.6 Full-face helmets with face shield are mandatory; Nomex helmet skirt and Nomex covered chinstrap recommended.

7.7 It is recommended that all drivers wear a Head and Neck Restraint System (Hans or equivalent).

7.8 All drivers in all classes under the age of 16 must utilize an SFI certified Head and Neck Restraint System effective January 1st, 2024.

7.9 Neck brace (doughnut) mandatory if not using Hans or equivalent.

7.10 It is highly recommended that the fabricator carefully reviews the seat belts manufacture's installation.

7.11 Seat belts must be a five-point harness system.

7.12 A Quick Release 5-point seatbelt no less than 2-inches in width is compulsory. Lap belt ends must be fastened to the roll cage with minimum grade-5 bolts, not less than 3/8-inch in diameter.

7.13 Shoulder harness must be no less than 2-inches in width and must come from behind and below the top of the driver's seat.

7.14 Where the harness crosses the roll cage, it must bypass through a steel guide welded to the cage in a manner that will prevent the harness from sliding side to side.

7.15 Inertia reels are not permitted.

7.16 An anti-submarine crotch belt must be used. It must be a minimum of 2-inches wide and mount to the roll cage seat mount.

7.17 Where the belts pass through the seat the seat edge must have a grommet or be rolled to prevent the belt from being cut.

7.18 All belts must connect in a single approved quick-release type latch, at the lap belt.

7.19 Belts must display manufacturer date stamp or expiry date tag unaltered (Belts without tag are not permitted):

- ***Hornet- "B" and Small-Car Demo only*****:** belts older than 5 years from manufactured-on date, or within 5-years *after* expiry date will be inspected for suitability (no cuts or obvious wear or excessive chemical soiling degrading effectiveness). Any belt more than 5 years past expiry or more than 10-years past manufactured-on date must be removed and replaced.
- **All classes (other than Hornet- "B" or Small-Car Demo)** must follow manufacturer's recommendations:
  - If "**manufactured-on"** date is attached: 0-5 years post manufactured-on date are automatically approved. 5-10 years past manufactured-on date requires annual mandatory visual inspection. More than 10 years past Mfg. date: remove and replace.
  - If "**expiry date"** is attached; belts older than expiry date must be replaced; no exceptions.

7.20 All harnesses must be inspected annually.

7.21 A window net is mandatory.

- Rib style or mesh is allowed.
- The net must be permanently mounted at the bottom and have a tech- approved quick release at the top.
- Window net must be within five years of manufactures date and in good condition. Nets older than 5-years must be inspected and tech-approved. Nets older than 10-years not authorised.
- Window net must have manufactures date and tag or it will not be permitted.

7.22 All racers must have a charged 1.87 lb. (minimum) ABC Fire extinguisher available in the pit.

7.23 All bars within reach of the driver must be padded with flame resistant padding.

8.0 HORNET GENERAL CONSTRUCTION RULES

8.1 Open to any naturally aspirated 4-cylinder car with a maximum wheelbase of 105.5."

- No rotary engine cars, no mid or rear engine cars.
- No turbocharged/supercharged engines.
- No All-Wheel Drives.
- Completely OEM steel body, interior, frame, and suspension.
- No bracing anywhere with the exception of inside the driver's compartment and door-bar
- No Vtec, VVT-I, variable cam/valve timing engines
- If the factory/OEM "block-stamp" on the engine is modified or tampered with in any way, the engine will be deemed illegal.
- Power Limits:
  - Hornet "A" Max 155 HP
  - Hornet "B" Max 145 HP

8.2 All "legacy" 'A' division cars are acceptable including Integra models which will remain in Hornet "A" division only.

8.3 All bodies must remain in stock location and height.

8.4 After market door skins, front noses, and rear bumper covers allowed.

8.5 Rub rails allowed must be capped on both ends.

8.6 Front inner fender wells may be removed; wheel openings may be cut for tire clearance only.

8.7 Hoods and deck lids may be stripped, hood must be secure and have a minimum of three functioning hood pins distributed across the front. Deck lid must have a minimum of two functioning hood pins.

- All cars on the track with only two hood pins installed will be mechanical black flagged if one pin is malfunctioning.

8.8 Rear spoiler allowed.

- If not OEM spoiler not to exceed 4 inches in height with 5 inches of material.
- Spoiler can be no wider than stock quarter panels.

8.9 Added weight(s) are not permitted on any Hornet “B” car in any position in any configuration. Contact Tech Directors for clarification if required.

9.0 STRUCTURE

9.1 Cars built with “full-cage” including stock car style door bars/plates/gussets etc may replace door bar with 1.5-inch (minimum) steel rub rail appropriately attached and caped at each end. Aluminium cage bars, door bars, rub rails are not permitted.

9.2 Roll-Bars mandatory.

- There are 100 ways to construct roll bars and cages but all of them have basic elements; attachment points to the chassis and/or body, cross bracing for strength and protection.
- There are two drawings attached here that are a guide and not intended to be a definitive engineering drawing of mandatory requirements. The instructions below will explain the minimum requirements. If you have any questions or are unsure, ask the Hornet Class Tech Director.

9.3 All tubes are to be steel construction min 0.095” wall thickness; 0.120” recommended).

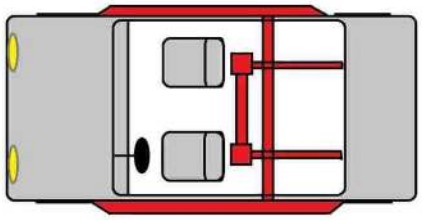
9.4 All bars within reach of the driver must be padded with flame resistant padding.

9.5 Basic Design #1.

- A single hoop rollover bar “HALO” of minimum 1.75-inch OD.
- Two 1.75 (min)” OD tube uprights spanning the interior of the car (ideally) directly over frame rails or stiffeners behind and within 12 inches of the back of the driver seat and welded to the hoop at the top and welded or bolted to the floor/frame rail/stiffener at the bottom using ¼ inch thickness steel mounting plates.
- Two 1.75 (min)” OD tube diagonal back braces welded to the hoop at the top and spanning the distance from the hoop to a point at the rear of the compartment ideally terminating

directly on a frame rail/stiffener, bolted, or welded at the bottom using ¼ inch thickness mounting plates.

- Two 1.75 (min)" OD tube diagonal front braces welded to the hoop near or at the top and spanning the distance from the hoop to a point at the front of the compartment ideally terminating directly on a frame rail/stiffener, bolted, or welded at the bottom using ¼ inch thickness mounting plates.
- One 1.75 (min)" OD sidebar on each side spanning the distance between and welded to the front and rear hoops.
- One 1.75 (min)" OD or equivalent steel crossbar behind the driver's seat spanning the distance between and welded to L/R rear hoop.
- Crossbar can be located between the hoops or welded behind the hoops and extended out to "butt-up" against the body at the same height and in-line with the door rub-rails.
- If attaching crossbar between hoops attach at "door-bar rub-rails height and add an extension on each side from the crossbar terminus out to the inside body at the rub-rails.
- Roll bars must be bolted with 4 or more ½" bolts with large washers per plate to the floor pan.
- Driver's door must be welded or chained shut. Must have driver's side door reinforcement with a minimum of a 6" C-Channel or equivalent bolted to the outside of the door with ½" bolts and beveled ends, no sharp edges throughout.
- Passenger door must be chained or welded shut. All sunroof openings must be covered over with 26-gauge or thicker sheet metal, or mesh firmly welded/riveted/bolted.
- Passenger door must have door reinforcement with a minimum of a 4" C-Channel or equivalent bolted to the outside of the door with ½" bolts and beveled ends, no sharp edges throughout.



Saratoga Speedway Hornet / Figure 8 Structure Guideline

This illustration is only a guide for Hornet construction. It does not show all the required elements. The written descriptions are the minimum standard.

9.6 Basic Design #2.

- Two 2” OD tube uprights spanning the floor to roof (ideally) directly over frame rails or stiffeners, behind and within 12 inches of the back of the driver seat and welded or bolted to the floor/frame-rail/stiffener at the bottom using ¼ inch thickness steel mounting plates and a minimum of 4-1/2-inch bolts and to the roof in the same manor.
- Two 2” OD tube diagonal back braces welded to the hoop near or at the top and spanning the distance from the hoop to a point at the rear of the compartment ideally terminating directly on a frame rail/stiffener, bolted or welded at the bottom using ¼ inch thickness mounting plates and a minimum of 4-1/2-inch bolts and large washers.
- One 2-inch OD or equivalent steel crossbar behind the driver’s seat spanning the distance between and welded to L/R uprights.
- Crossbar can be located between the uprights or welded behind the uprights and extended out to “butt-up” against the body at the same height and in-line with the door rub-rails.
- If attaching crossbar between uprights attach at “door-bar rub-rails height and add an extension on each side from the crossbar out to the inside body at the rub-rails.
- Driver’s door must be welded or chained shut. Must have driver’s side door reinforcement “rub-rail” with a minimum of a 6” C-Channel or equivalent bolted to the outside of the door with ½” bolts and beveled ends, no sharp edges throughout.
- Passenger door must be chained or welded shut and must have door reinforcement with a minimum of a 4” C-Channel or equivalent bolted to the outside of the door with ½” bolts, large washers and beveled ends, no sharp edges throughout.
- All sunroof openings must be covered over with 26-gauge or thicker sheet metal, or mesh firmly welded/riveted/bolted.

9.7 Steering and pedals must remain completely stock for make and model of car.

9.8 All insulation under the hood must be removed.

9.9 A manufactured aluminum-racing seat is required.

- Seat must be mounted to cross brace at the back approximately shoulder high with a minimum of 3/8-inch grade 5 bolts with large washers.
- Seat must be securely mounted at the bottom using a minimum of 4-3/8 grade-5 hardware utilizing large washers to prevent pull-through. Additional bracing may be required to ensure floor-mounting security. Contact tech director for information.
- If using original manufacturer's seat mount, mount is to be securely welded so as to be non-adjustable.
- It is recommended that the seat also offer rib protection.
- Headrests recommended on both sides.

10.0 DRIVETRAIN

10.1 Power Limits:
- Hornet "A": Max 155
- Hornet "B": Max 145

10.2 Stock carburetor or injection system to be used. Injectors must be factory/OEM specification.

10.3 Both intake and exhaust manifolds must remain stock/factory/OEM casting.

10.4 Only North American factory/stock engine/transmission for the make and model of the car are authorized. (Ex. An Integra engine or transmission may NOT be run in a Civic chassis).

10.5 Engine swaps for engines originally not for the make and model car may be analyzed on a case-by-case basis by the Tech Director.

10.6 Engine/Transmission internals must remain stock/OEM. Intake/exhaust porting and polishing NOT allowed.

10.7 Stock exhaust system for that make/model. NOTE: Noise Mitigation program is in effect and will be strictly enforced. Penalties for non-compliance are posted.

- MUFFLERS MANDATORY.
- Car may not exceed 95db at 100' distance.
- All cars are to have mufflers, and exhaust must extend past the rear axle.

10.8 Stock unaltered rear end or front wheel drive system.

10.9 Locked traction or limited slip differentials are prohibited.

10.10 Lightweight Clutch/Flywheel not permitted.

10.11 Aftermarket air intake filter and mount permitted.

- Intake must be appropriately secured as close to the throttle body as practicable and must not be ducted.
- Pre-filter sock permitted.

10.12 Catalytic converters may be bored or removed.

10.13 All PCU ports must be clean, accessible, and functioning.

10.14 ECMs are to remain unmodified from OEM and are open to protest.

11.0 **BATTERY** must be securely mounted at all times.

- Batteries can be located onto the front passenger floor and must be mounted securely in a boat style battery box to prevent spillage.
- Engine compartment batteries may be re-located forward of the firewall and aft of engine head.
- Night switch (Total Power Switch) must be installed in a central location accessible from either door window, and must be clearly marked in high-contrast identifying “ON/OFF”.
- Night switch (Total Power Switch) must be wired through car positive pole and must completely de-energize electrical power distribution upon activation.

12.0 **GAS TANKS** must be located ahead of rear axle.

- If replacing OEM fuel tank, A fuel cell or plastic/metal boat tank (6.6 gallon maximum) IS REQUIRED (Subject to tech).
- If stock gas tank is behind rear axle, it MUST be replaced.
- Fuel cell/boat tanks must be covered, secured, and located in trunk, minimum 1” drain holes required in trunk pan.

13.0 **BODY and TRIM**

13.1 All glass (Except front windshield) must be removed.

- Windshields must be OEM glass or Lexan 3mm minimum.

- Lexan windshields must include centre post located no more than 6 inches off-centre in either direction. Centre post must be 1-inch minimum square or round solid bar-stock steel. Centre bar must be located inside windshield and appropriately attached at top and bottom to solid structure. Ask Tech Director for guidance.
- Any windshields showing excessive damage or cracks or any damage or cracks considered by officials to impair driver's vision or safety must be replaced.

13.2 All flammable materials inside the vehicle must be removed. This includes headliners, carpets, inside door cards/panels, etc. The only interior material that may remain is the dashboard.

13.3 All trim pieces, plastic and/or glass light lenses and fixtures, trailer hitches, nameplates or any other superfluous decorations or fixtures that might fall or be forced off a body and create a safety hazard must be removed.

13.4 Vehicle hood must remain on the car in the original form. Holes may be cut into the hood to allow venting of air for overheating and to allow fire-extinguisher access. Adding extra material with the intent of forcing air into the engine bay is prohibited.

13.5 Transponder mount – All cars must mount a bracket (MUST use a standard or fabricated transponder bracket) on the side of the spare tire wheel well just behind the rear axle or mount a strong "L" bracket to the frame behind the rear axle.

13.6 Side or rear mirrors are prohibited.

14.0 **SUSPENSION**

- Cutting or lowering of stock coil springs is permitted.
- Springs must be equal length from side to side.
- Aftermarket lowering springs are allowed.
- NO coil-over suspension systems permitted.
- Sway bars are permitted if the vehicle was supplied with them from the factory.
- 'B' Division may camber the right front wheel 1" maximum.
- 'A' Division may camber any wheel 2" maximum.
- Camber is measured at the rim.
- Strut tower cross-bracing not permitted.
- Spring spacers are permitted; must be non-adjustable and

equal dimensions side-to-side. Tech Directors have discretion for severely worn and damaged cars to get ride-height, contact tech directors for more information.

14.1 Ride height is measured from the lowest points of the frame/subframe or pinch-welds with the driver seated. Measurement points can be marked by the tech. director upon request.

- All Pinch welds must be stock and unaltered.
- Hornet “A” and “B” class ride height: 5-inch minimum at all corners at all times.

14.2 Track width must not exceed +2” from OEM to chassis make/model/year, measured at tire centre line.

15.0 WHEELS AND TIRES

15.1 Hornet “A”

Tire rules:

- Hoosier 14” 790 tires permitted.
- DOT tires permitted.
- Any tread wear rating.
- Maximum size: 205/any aspect-15”

Wheel Rules:

- Un-modified, non-multi-bolt pattern aluminum or steel wheels permitted.
- Maximum 7” rim-width.
- Wheel spacers not permitted.
- The backspace must be same side-to-side.

15.2 Hornet “B”

Tire rules:

- Any non-studded, DOT non “R” rated tire.
- Permitted tire wear softness no lower than: 400 TW.
- Maximum tire profile: no wider than 185; no lower than AR-60. (185/60-15)
- All 4 tires must be the same size.

Wheel Rules:

- Un-modified, non-multi-bolt pattern aluminum or steel wheels
- Maximum 7” rim-width.
- Wheel spacers are prohibited.

- All tires to be no wider than 185 and no lower profile than 60.
- No modifications to the rim permitted.

16.0 NUMBERS AND PAINT

16.1 Cars must be easy to spot; dark colours can constitute a safety hazard and be difficult for officials to track so cars are to be painted with at least 50% bright colour.

16.2 Car numbers on doors MUST be at least 20” tall in a highly contrasting color on driver and passenger door.

16.3 2-digit numbers only.

16.4 Vertical roof numbers are not authorized. A 20” decal or stencil-painted highly visible roof number on a contrasting background oriented facing the tower-side of the track is mandatory.

16.5 Crude spray-painted numbers are not acceptable.

16.6 Staging numbers on the upper right (passenger) side of the front windshield and rear left-hand corner of body so as to be visible to trailing drivers must also be displayed with a minimum 4” highly contrasting number.