

2025 HORNET RULES



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GENERAL

a) The Hornet Class will consist of 2 divisions:

1. Division 1

Drivers who are currently racing in the Hornet class and new rookie drivers.

2. Division 2

Drivers who have achieved two or more Hornet championships or who have previously competed in other classes and wish to return to the Hornet class.

Both divisions will participate together for the races. However, depending on the number of cars, they may be divided for the heats and the dashes.

Each division will be acknowledged individually for trophies and awards, according to the points they've earned.

b) A registered Hornet driver may compete in a second class on the same event night; however, the driver will only receive points in the Hornet Class. Note that in this circumstance a substitute driver is not allowed.

A registered Hornet driver may run a maximum of 3 races as a nonregistered driver in another class.

If a Hornet driver wishes to move up to another class during the race season, they can request that their membership be transferred to the new class.

If a Hornet driver transfers to another class and wishes to return back to the Hornet class, they can apply to the Class Rep and Executive for consideration to move back to the Division 2 class.

c) A driver from a higher class is allowed to sub for a Hornet driver on regular race days, but not for Special Events. Any driver substitution is to be approved by Class Rep and Executive and follows the Driver Substitution guidelines in the General Rules.

d) If attending racing from another track, visiting track rules must be provided. If no rules are provided, they must conform to Agassiz rules. Regardless of the track of origin, all racers must comply with Agassiz Speedway's safety regulations.

All cars competing in the hornet class regardless of origin, must meet Agassiz tire and wheel rules. (This includes Hornet special)

- e) If a driver consistently dominates their class, their continued participation will undergo review in consultation with the Class Representative, Executive Committee, and affected members. As a result of this review, the driver may be considered for placement into the Division 2 class.
- f) The final decision of the Track Officials and their interpretation of these rules will be the final ruling.
- g) All Rules will be reviewed at the end of the season each year.

BODY

- a) North American model stock production cars. Must meet North American factory published specifications for year, make and model. Minimum 95" wheelbase
- b) No trucks, rotary engines, convertibles or all wheel drives.
- c) Must have complete factory body.
- d) Factory style sunroof acceptable but must be welded or bolted in such a way as to ensure the panel does not come loose or free. Glass roof panels must be removed and opening closed with sheet metal.
- e) T-roof style cars must weld or bolt steel roof panels in such a way as to ensure the panel/s do not come loose or free. Glass roof 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 filled in with sheet metal.
- f) Battery must be securely fastened with a 1/8-inch-thick steel strap across the top of the battery. Strap to be bolted down with minimum 5/16-inch bolts or ready rod. Place a piece of rubber (floor mat, bungee cord) between the strap and the battery top to prevent the strap wearing through the battery case. Battery must remain under the hood in the stock factory location.
- g) All glass (except windshield), moldings, trim and lights must be removed. No loose glass or debris to be left in car (vacuum it out). High mount (third) rear brake light must be retained and kept in working order. A clearance or similar style light may be used in place of the original unit or in cases where there was no factory third brake light.
- h) Bumpers, front and rear, must have three metal tabs to strap the bumper to the body. One tab at each end and the third in the center of the bumper. Tabs to be a

minimum of 2-inches X 4-inches and must be mounted securely with rivets or bolts. 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 interior/exterior metal must be made with the same gauge sheet metal as the part/piece being replaced. L. No gutting of interior sheet metal.
- l) No bracing of any kind. (i.e., sprayed in foam)
- m) No sharp edges.
- n) No adding of weight to the car except at the direction of Tech. Minimum 1/2inch holes may be drilled in the rocker panels by Tech. to allow for inspection.

INTERIOR

- a) All flammable material must be removed except for the dashboard, steering wheel and pedal assemblies **which are subject to Tech. approval**. These are to remain stock for year, make and model of car.
- b) All under hood and under trunk flammable material must be removed.
- c) All air bags must be removed if so equipped.
- d) Dashboards can be removed BUT instrument cluster must stay intact.
- e) Stock radio/speakers optional, no Bluetooth allowed.
- f) Removable steering wheels allowed but are optional.
- g) Folding down of driver's window allowed up to a variance of 2 inches maximum. No Sharp edges (to allow larger entry hole).

WINDSHIELD

- a) A full windshield is required, either original glass type or Lexan. Glass windshield must be in good condition and not cracked. Note: If using a glass windshield, you must use eye protection (full face helmet or goggles with an open face helmet). Lexan windshields must be riveted with minimum 3/16inch rivets with 6-inch spacing.
- b) All windshields must have four metal tabs, two top and two bottom, fastened with bolts or minimum 3/16-inch rivets. Tabs will be minimum 1/8-inch thick by 2-inches

wide by 4-inches long and there should be a minimum 2-inch X 2inch contact area with the windshield.

- c) All cars must have a steel strap mounted behind the windshield, top to bottom, running with the windshield angle. The strap will be mounted no further right of the driver than the center point of the windshield.
- d) The strap will be a minimum 1 1/2-inches wide X 1/8-inch thick bolted to the roof sheet metal with two bolts and the bottom of the strap will be bolted with two bolts to the steel cowling under the dash.
- e) Windshield and all mountings are subject to Tech. approval.

FRAME/SUSPENSION

- a) Stock factory frame, suspension and mounting hardware.
- b) Only O.E.M. style replacement parts are permitted for use. If an O.E.M. style is unavailable, alternative substitutions must be presented to the Hornet Tech prior to installation. In the event that no Hornet Tech is available, requests for part substitutions must be direct to another Agassiz Tech Official for approval before installation.
- c) Factory part numbers to remain intact or parts will be deemed illegal.
- d) No heating, bending or modification of any type is allowed on suspension parts.
- e) Right front camber measurement is to be a maximum of 2 degrees of negative camber as measured by Tech. If your car has less than the allowable negative camber IT DOES NOT mean you can use existing factory adjustments, adjustable camber plates/mounts, slot factory mounting points or otherwise modify factory parts/mounts to achieve the maximum allowable negative camber. The purpose of this allowance is to compensate for damage that occurs during competition and NOT use available factory adjustments to increase handling capabilities. When checking, all tires must be at 30 lbs psi in order to affect accurate check.
- f) All other caster/camber measurements to remain as set at the factory and must be within 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 applies to the covering that protects the telescoping portion of the shock/strut. The entire telescoping part of the shock/strut must be visible to Tech.
- h) No clamps, adjusters, spacers or chain allowed. I. No added bracing allowed.
- i) Camber kits allowed, to effect repairs ONLY.

WHEELS/TIRES/BRAKES

- a) 60 or 65 Series Tire. Maximum width 215 on Stock Rims.
- b) Tires must have a minimum **400-tread wear rating** or better.
- c) All four tires and wheels must be the same size.
- d) **No bald, separating or otherwise damaged tires allowed.**
- e) No tire treatments or softeners.
- f) Mass produced steel or aluminum wheels only.
- g) Wheel offset/back set 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 style 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.
- n) No drilled or slotted rotors unless equipped that way from the factory.
- o) All ABS units must be disabled.

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 located 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 if located in the trunk/hatch area. Must be securely fastened with two 1/8-inch-thick X 1-inch-wide steel straps. A ground strap between the tank filler neck and the body is mandatory.**
- e) A full metal firewall must separate the trunk/hatch area from the passenger compartment if the fuel tank/cell has been located inside the car.
- f) No boat tanks allowed.
- g) If an aftermarket fuel pump is used it must be wired into the factory relay to ensure the pump shuts off when the ignition is turned off.
- h) All fuel cells require one-way check valve on vent.

ENGINE/TRANSMISSION

- a) 4-cylinder engine, maximum 155 horsepower as originally advertised by 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, you must provide Tech. with the technical information for the original 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 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 engines with timing BELT a 2-inch diameter hole must be cut in the timing belt cover to allow for cam gear inspection. On engines 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 computer chipping.**

- f) No turbochargers or superchargers.
- G. Gear ratio changes allowed OEM parts only.
- H. No antifreeze. No fuel additives pump gasoline only.

EXHAUST

- a) Must exit from beneath car.
- b) Must be equipped with a muffler.
- c) Must meet the 95-db. track noise rule.

SAFETY

- a) Minimum single hoop roll bar with cross brace and two down bars is required.
- b) Four-point, six point or seven-point roll cage may also be used (see cage diagrams).
If removing door bars on the vehicle, must meet the mini-stock specifications.
Mandatory anti-intrusion plates on driver's door bars. 1/8-inch minimum steel plate.
See cage diagrams for details.
- c) Roll cages must have a minimum of two horizontal bars with two vertical bars on the drivers' side and one horizontal bar on the passenger side. No rear down bar to extend past the center line if the rear suspension mounting points. No cage/roll bar components to extend forward of the front firewall. Roll bar/cages must be built using 1 1/2-inch diameter X .120 wall steel tubing. No pipe material. Tech. reserves the right to drill a minimum 3/16-inch hole/s to verify material used. Welding of roll bar/cage to the floorplan is preferred but may be bolted as well. If bolting, a 4-inch X 4-inch X 1/8-inch-thick plate is to be used on each leg where it meets the floor. A corresponding plate must be used under the floorboards. Minimum of two 1/2-inch diameter grade 5 bolts to be used to connect the top and bottom plates. Gussets are recommended where tubing is welded together. Full joint welds-no tack welds. No gutting of interior sheet metal to accommodate cage installation.
- d) Must have two door bars on the exterior of the driver's door. Minimum 4inch channel and must extend as close to 6-inches ahead of and behind the door opening as possible without entering the wheel well areas. Each end of the channel must be cut to a 45-degree angle and the angled portion must be capped with a minimum 1/8-inch steel plate. Channel to be bolted to the 'A' pillar (windshield pillar) and the

"B" pillar (door latch pillar) with minimum 1/2inch diameter grade 5 bolts with large washers. Top channel to be mounted midway up the door and the lower channel to be mounted with the lower edge even with the seam between the door skin and the rocker panel.

- e) Passenger door must be chained shut with minimum 3/8-inch diameter chain but must be able to open for Safety Personnel. Use a carabiner (snap type clip) NOT a bolt to secure the chain.
- f) 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 bolted, using two bolts, to the seat. The bottom of the seat should be bolted to mounts welded to the roll bar/cage. If the original seat mounts are used the mounts must be welded so that they are no longer adjustable.
- g) A fully charged 2 1/2 lb. fire extinguisher mounted within easy reach of the driver is required. Metal style mounts bolted or welded. 2 yr. expiry date on extinguishers
- h) An approved SFI rated window net is required on the drivers' door. Net must be in good condition. No frayed, cut, repaired or otherwise modified nets allowed. Net must be mounted with a minimum 3/8-inch diameter solid, unthreaded, steel rod. Net must be latched at the top and open downwards. Window net mounts to be bolted or welded.
- i) 3-inch wide 5-point harness is mandatory. Must be properly positioned and use the factory seat belt bolts or minimum 1/2-inch grade 5 or better bolts. See Mounting suggestions found on Rules page www.agassizspeedway.com
- j) Harness / seat belt has a five-year expiry date, must be 2019 or newer.
- k) An approved SFI-1 single layer or better fire suit is mandatory.
- l) Minimum Snell SA2015 or better helmet in good condition is required. And must be worn and fastened when on the track.
- m) No Motorcycle helmets allowed
- n) No Open face helmets allowed. Eye protection mandatory with glass windshield, recommended for all other types of windshields.
- o) "Donut" style neck brace is mandatory. NO 'horse collar' style braces.
- p) Head and neck restraint system is highly recommended (HANS, NexGen Zamp, Simpson, etc.

- q) Fireproof gloves mandatory.
- r) If a driver has experienced a major health condition, such as heart problems, stroke or any condition making it unsafe for himself or other drivers – the driver must provide a clearance letter from a medical professional confirming they are cleared to compete.
- s) A transponder unit is mandatory. See general rules for specifications.
- t) Race receivers are mandatory.
- u) NO TWO-WAY RADIO/TELEPHONE COMMUNICATIONS BETWEEN THE DRIVER AND THE PITS OR GRANDSTAND AREAS. Please see rule in General Rule book.
- v) Minimum one litre overflow is mandatory.
- w) Brake lights must be RED in color. Not other colors allowed.

PAINT/NUMBERS

- a) Choice of body color is at the drivers' discretion with the stipulation that no more than 50% of the body may be painted black. Dark colored cars will have a yellow reflective strip applied to aid with visibility for following cars.
- b) Number is required on both doors and be clearly visible from the tower.
- c) Minimum 18" high, minimum 3" wide stroke. Numbers must be a contrasting color from the body color. Minimum 5" high white numbers required on front corner of windshield and rear of car, must be noticeable. NO Metallic Numbers. Doors to remain the color of the body with a minimum 18-inch-high number in a highly contrasting color. No designs/decorations allowed on doors. Roof numbers are not mandatory
- d) A 5-inch-high white car number is required on top right front corner of the windshield.

The rules governing the Hornet class prioritize fair competition and transparency. Car owners must seek clarification from Class Rep(s) and/or Tech officials for any rule ambiguities. Drivers are required to carry car specifications for legality verification during protests. Track officials hold the final authority for rule interpretation, with their decisions being binding. Rules undergo annual reviews to maintain relevance and accuracy.

Violation of any of these rules may result in the loss of points, trophies, and monies. Serious or continued violations may lead to the suspension of racing privileges for a duration determined by the track executive. Track officials reserve the right to refuse a car's participation if it is deemed unsafe due to excessive rust, structural, or accident damage. Lineup and direction of racing are determined by track officials. Additionally, drivers must adhere to Agassiz Speedway general rules in addition to the Hornet class rules.