

# Pemberton Stock Car Association Rules

## SAFETY RULES {All Classes}

All safety rules are MANDATORY and must be obeyed and met by all competing cars. The board of directors may implement any further rules as deemed necessary for safety. Board of Directors (BOD) has final authority. All safety equipment must be approved by tech.

### NECK BRACES MANDATORY, NO BRACE NO RACE!!!

**HELMETS:** A regulation racing helmet, snug fitting, full face, D.O.T. approved. No Cromwell's. Bubble shields on helmets must have safety snaps. Eye protection must be worn even when windshields are used. All helmets must be approved under current motor vehicle standards and/or be CSA or ANZI approved. Some open face helmets may be grandfathered at the discretion of BOD.

BOD also has the authority to DEEM A HELMET UNSAFE.

**DRIVING SUIT All classes:** Drivers must wear fire resistant, long sleeve coveralls or better, Driving Suit recommended. These must remain free of flammable substances at all times.

**FIRE RETARDANT FORMULA:** 9oz BORAX 4oz BORIC ACID 1GALLON warm water. Dissolve thoroughly, dip coveralls, and hang to dry, repeat after each wash. Save extra for future use. Pit crew may substitute short or long sleeve shirt and long pants for coveralls. NO HALTER-TOPS. No Sandals or open toe shoes whatsoever in the pits.

**SEAT BELTS:** All cars must have racing approved 4 or 5-point HARNESS in good condition. Safety belts must be regulation type seat belt webbing; minimum 3" or aircraft type harness. NO home built or poor condition belts allowed. They must be properly installed. Belts are to be fastened to the roll bars, positively no drilling through the harness to use rivets and plate. Seat belts mounting maximum 4" below shoulder level.

**SEAT:** Approved racing seat mandatory for all classes. Must be ALUMINUM with Rib Support for HOBBY CLASS.

**DOORS:** Doors must be WELDED or BOLTED {from inside} shut, MANDATORY. Mirrors will only be ALLOWED in Hobby class.

**FUEL LINES:** Safety committee must pass fuel lines. Metal filters only. No fuel lines are to run inside car unless approved by BOD. (some factory installations OK with approved fireproofing)

**DRIVE SHAFTS:** A drive shaft sling made of a steel strap 1/8 x 2 or equivalent must be installed behind the transmission with the front 1/3 of the drive shaft. A 5/16 chain is permitted. All drive shafts must be painted white.

**WINDOW NETS:** A window net is MANDATORY on the driver's side window and must be permanently fastened to the bottom. It must be constructed of 1" nylon web on 3" centers. Excessive openings can be covered with plexi glass or Lexan for protection from flying objects.

**GASOLINE CANS:** Gas cans must be red. NO EXCEPTIONS.

**EXTINGUISHERS:** Dry chemical fire extinguisher must be {2} two lbs. minimum MANDATORY. Must be in the pit, presented at TECH. Anyone using a fire extinguisher must report with used extinguisher to EQUIPMENT MANAGER and/or PIT BOSS so used extinguisher may be suitably marked and set aside.

**ANTIFREEZE:** Use of antifreeze is allowed in all classes.

**IGNITION SWITCH:** Ignition must be tied thru battery shut off, engine must die when battery switch is turned off. Battery switch must be easily accessed by safety personnel and must be clearly marked MANDATORY. Locking steering device must be removed.

**Oil PRESSURE GUAGE:** Must be copper or steel only. NO PLASTIC ALLOWED.

**MUD FLAPS:** MANDATORY IN ALL CLASSES, FWD cars must have flaps on all 4 wheels; RWD cars must have flaps on rear wheels. Mud flaps must be effective at controlling mud and rocks from impacting other cars. No mud flaps, no racing.

**MUFFLERS:** MANDATORY IN ALL CLASSES must be properly installed, no loose pipes, Cars will have 1 race to comply or will be denied entry.

**CAR NUMBERS:** ALL CLASSES of cars must have their number displayed on the ROOF and DOORS and be a minimum of 1 6" in HEIGHT. Numbers must be PRE-REGISTERED ANNUALLY. PREVIOUSLY registered cars have PREFERENCE. Track Officials may change car numbers to avoid DUPLICATION or LAP COUNTING errors. Any car moving down a class {ie Hobby Stock to Street Stock} must prove legal for that class. Please ensure numbers are clear for proper timing.

### **RULE INFRACTION:**

Penalties for rule infractions will vary according to the severity of the RULES BROKEN. If there is a car threatening the quality of racing, the BOD reserves the right to teardown that car. {5} five Directors must agree that the suspect car should be torn down before the teardown can take place. If the car is found legal the club will reimburse the car for the parts of the teardown. If a car is torn down, {1} one head and the intake will be will be removed. Oil pan may also be

removed. All teardowns will be performed by the MECHANIC of the car, the CLUB PRESIDENT, HEAD of tech and the TRACK Official.

When a car is torn down it is up to the crew of the car to prove it is legal. If the crew cannot prove the legality of the car the car will be considered ILLEGAL. All teardowns will be at the car owners shop and the hood will be LOCKED and CINCHED at the track prior to the car leaving. It is recommended having the tech person there for the reassembly of the car.

#### PROTEST:

All protests must be handed into CLASS REP. within 20 minutes of the end of the last race. All parties will be notified within 1/2 hour. A protest must be initiated by an OWNER or DRIVER of an Opposing car of the SAME CLASS. Must include car number and be signed and dated by the driver or car owner initiating the protest. Must include specific reason for the protest. On being found GUILTY of running illegal, the offending car will be SUSPENDED for the following RACE DAY. On being found GUILTY of running illegal for the Second time, the offending car will be SUSPENDED for the next {3} three RACE DAYS. If an offence occurs on the LAST race event of the year, you will lose all points and trophies for the whole weekend. Only the following persons will be involved in a protest: CLASS REP, HEAD OF TECH, PIT BOSS, CAR OWNER/DRIVER {if mechanical}, TOWER PERSON {if involves tower}, or FLAGMAN {if incident on track}.

#### DRIVERS PROTEST:

Driver's teardown protest. Engine protests will cost the protester \$150.00.

### **HOBBY CLASS RULES:**

Any Canadian or American built car or pickup {min 1 06.5 w.b.} No foreign cars, station wagons or convertibles. There will be no age limit on vehicles. Vehicles to remain full bodied. All combustibles, glass and loose chrome to be removed. Wheel openings may be radiused. Floorboard must remain stock from firewall to behind driver and sheeted in with {20} twenty-gauge steel. Uni-body must have stock floorboards from firewall to center of rear hump. Uni-body cars may join frame rails.

Any body {corp. to corp.} may be run on any frame chassis. When replacing damaged frame rails, the material used must be the same thickness or greater. Trailing arms may be lengthened or shortened, but must be of equal length. Modifications to allow for cambering of right front wheel allowed. {E.G. Elongated holes on Fords}. Frames to be a minimum of {4} four inches from the ground.

#### **EVERYTHING MUST REMAIN STOCK EXCEPT THE FOLLOWING:**

**SUSPENSION:** Ballast must be behind front spindles, ahead of rear axle, no lower than frame. Weight jacking allowed. MINIMUM 3000 pounds with Driver. Overload shocks are allowed. Pick-up points may be altered for shocks only. Racing shocks allowed. Springs may be altered but location must remain stock. Front and rear sway bar mounting may be altered. After market hubs allowed. Steel hubs allowed. Pan hard bars are allowed and may be adjustable. Torque arms may be allowed. Rear sliders for leaf springs allowed. After market A-arms allowed. Upper A-arms may be altered. A steering quickner is allowed. 3 or 4 link rear suspensions allowed

**TIRES AND WHEELS:** Maximum 10" wheels, 50 series tires of M&S design, Sipping and grooving allowed. Racing tires allowed. After market steel wheels on all {4} four corners. NO Aluminum wheels. Minimum 1/2" wheel studs. Larger stud than minimum requirement is allowed. Length may be increased.

**ENGINES:** Engines not to exceed 350 chevy, 351 ford,(Windsor only) 360 chrysler/amc, plus .060 overbore. All casting numbers must be on block, heads and crank. After market cams may be used. NO mushroom or roller tappet cams. Roller rockers allowed. Fluid dampers allowed. NO aluminum block. Aluminum intakes allowed. Maximum 5" height spacer included {from top of valve cover rail to deck} Cams must be chain driven. Headers allowed. Single disc clutch only. Port matching within 1 " of flanges allowed. Allowed to run a MSD type ignition, or equivalent. #1 spark plug may not be further back than the center of the upper ball joint unless stock. Oil cooler allowed. Must have catch can for rad. NO dry sumps allowed. Racing gas allowed. NO dome pistons ,flat top only, two or four-valve relief acceptable. Maximum 2.02 intake valves. NO angle or slant plugs. After market heads allowed, Dual valve springs allowed. Transmission cooler lines must be shielded from driver. Stock fan may be removed and replaced with electric fan. Aftermarket air cleaners allowed. Stub stacking. Cowl induction allowed. Crank case ventilation system allowed. Exhaust system must be extended to a point behind the driver or out from under the car. Aftermarket radiators allowed.

**FUEL SYSTEM:** 4412-Holley only allowed. Maximum 500. cfm. Maximum 1 " adapter plate between carb and manifold. Choke plates can be removed. (1 ) one carburetor allowed. Stock gas tank must be removed. Tank must be fitted in trunk 1 8" in front of rear body between frame rails. Must be securely strapped down. A rear crash bar is MANDATORY, if unable to meet 1 8"rule. Tank may be Aluminum, racing cell, Steel with bladder or outboard motor tank. Must have screw type cap, and vent hosepipe on left side of the tank. Vent hose must have 360 degree loop. Filler neck must not extend outside bodylines. Must be passed by tech. Tank not to exceed 1 6-gallons maximum. A shield {minimum 20 gauge metal} must be fitted between driver and fuel cell. NO plastic or glass fuel filters or bowls. NO electric fuel pumps. NOTE for your own protection PSCA recommends the use of an approved racing cell. When replacing the throttle cable only use factory OEM replacement cables.

**TRANSMISSIONS:** Any 2, 3, 4 or 5 speed OEM transmission. Must work in all gears. NO special transmission allowed. Automatics must have a functional torque converter. Oil coolers for transmission allowed. Drive shaft sling within 1 /3 back from the yoke and not move more than

2" from the bottom of the drive shaft. All drive shafts must be painted white. Standards must be covered with scatter shields. NO mini-disc clutches or aluminum flywheels.

**REAR ENDS:** Any rear end allowed. Locked rear ends allowed.

**BODIES:** Any stock appearing car bumper. Rear bumper only may be reinforced. ALL VEHICLES MUST HAVE MUD FLAPS. If used must cover the full width of the car to outside of the tires. Maximum 6" from the ground. Fastened securely and not dragging. Front collapsible bumper allowed, not to be reinforced. NO gas bumper shocks. Inner wheel may be removed. Interior must be gutted. Tunnelling allowed on the passenger side from center of hump to rocker panel. 6" high spoiler allowed. Stock latching hood and trunk must be removed and replaced with minimum 2, pins front and rear. Must be securely fastened on all four corners. Must be reinforced with large steel washers around pinholes. Windshields may be left in. Must have safety clips or straps. May replace with windshield safety glass {laminated safety glass} or teck approved screen. Must fully protect driver. Drivers door net securely fastened at the bottom, NOT flapping with release mechanism. Must be passed by tech. Missing panels must be replaced by the next meet. After market bodies allowed. Stock steering column may be removed. Minimum 2, collapsible steering column installed. Tow chains or hooks MANDATORY on front and back of car. Body may be tunnelled to install mufflers. After market brake system allowed.

**ROLL CAGE:** Bars must be securely welded to frame. Minimum 1 1/2" o.d. schedule 40 .125 wall or 1 3/4" o.d. .095 wall ERW tubing or equivalent strength seamless pipe. All bars within reach of driver must be padded with minimum 1/2" thick foam. Front hoop not to extend past frame rails or grill of car and must remain behind front bumper. Triangulation allowed. NOT to be used as bumper or to reinforce bumper. NO galvanized pipe or drill steel. Four point roll cage MANDATORY. Four bars minimum on left side must be extend into door. Three bar minimum on right side of driver's compartment. Spacer bars MANDATORY on driver's side. 1/8" plate 4 gussets MANDATORY in top of cage. Kit cages allowed. Rub rails allowed. Must be flush with body of car, must be above center of hub and below top of rim, on the left side. Must not be out past tire. Ends must be turned in. Right side must be parallel to the center of the front and rear axles.

**SEAT AND BELTS - SEE SAFETY RULES ALL CLASSES ELECTRICAL SYSTEM:**

A battery disconnect switch is mandatory and is to be clearly marked. It is MANDATORY that absorbent foam rubber be placed in the lid of the battery box as an acid absorbent in the event of a roll over.

## **STREET STOCK RULES:**

Any Canadian or American built car or pickup {106.5" wheel base}. Camaro's and Firebirds allowed. NO station wagons or convertibles. "T" roofs have to pass tech and safety inspections.

"T" panels to be reinforced with 20-gauge steel. When replacing damaged frame rails, the material used must be of the same thickness or greater. Suspension points must remain in stock location. All combustibles, glass, or loose chrome are to be removed. EVERYTHING MUST REMAIN STOCK EXCEPT THE FOLLOWING.

**SUSPENSION:** Cambering, within the stock lengths to the bolts to that car. ABSOLUTELY NO triangulation or reinforcement of suspension mounting points. Front suspension of Dodges or Unibody cars may be reinforced. NO shocks that can be used as weight jacking devices. Stock appearing shocks ONLY {ie:50/50 shocks}. NO alteration of front or rear bars or shock mounts [ie: position or pre load} OEM replacement is acceptable. After market suspension bushings allowed.

**TIRES AND WHEELS:** Up to 60 series tire of summer or M&S design. NO track destroying aggressive tread tires. Snowflake OK. Maximum 8" rims. After market rim optional. N.O lightweight racing rims. NO aluminum rims. 1 4" or 1 5" tires, recaps optional. Racing tires allowed. Stock right front rim should be reinforced. PSCA recommends right rear be reinforced if it is stock. Optional oversized tie-rod ends and drag link. Oversized wheel nuts OK for front wheel only. Tires must stay inside of stock body. Gas charged bumper shocks must be disabled.

**ENGINE:** Optional skid plate from front of car to transmission. Securely fastened. NO aluminum heads, blocks, or flywheels. Vortec or aftermarket Vortec heads OK. No roller cams or rocker arms. Exhaust system must extend to a point behind the driver, or out from underneath the car and not to be turned down. Maximum 1 " adapter plates. Corp to Corp, 2 barrel or 4 barrel carbs OK. Carb must have butterflies. After market air cleaners allowed. No aircleaner hole in hood, aircleaner must fit under stock hood. NO high performance parts, ONLY STOCK. NO solid lifter cams. Pistons with flat tops only. NO domed pistons. Any stock heads. Engines not to exceed 350 Chevy, 351 Ford (Windsor only) or 360 Chrysler/AMC. Exceptions may be made by BOD A .060 overbore is allowed on all engine. Electric fan in front. One {1} gallon over-flow, rad must have catch can. After market valve covers allowed. Chrome parts allowed. All casting numbers must be on block, heads and crank. {ALL CLASSES}.

**FUEL SYSTEM:** Stock gas tank must be removed. Maximum 94 Pump gas. Tank may be aluminum, racing fuel cell steel with bladder or outboard motor tank. Must have a screw type cap, and a vent hosepipe on the left side of the tank. Vent hose must have a 360-degree loop. Filler neck must not extend outside of the bodylines. Must be passed by tech. Tank is not to exceed 1 6-gallons maximum. Tank must be mounted at least 1 8" in front of rear body, in trunk. Must be securely fastened {to be passed by tech}. A rear crash bar is MANDATORY if unable to meet 1 8" rule. NO plastic or glass filters or bowls. When replacing the throttle cable use only factory OEM replacement cables.

**TRANSMISSIONS:** Any stock transmission Corp. to Corp. Drive shaft sling not more than 1 /3 distance from front yoke and not more than 2" from the bottom of the drive shaft. All drive shafts must be painted white and shatter shields must be installed on all standard transmissions.

Bell housing and scatter shields NOT attached to the engine must be attached to the cage. Cooler lines must be shielded from the driver. No powerglide transmissions allowed.

**REAR ENDS:** Locked or welded rear ends allowed, ratio may be changed. Must have non-adjustable rubber bushings. Stock suspension mounting points only.

**BODIES:** Removal of front inner fender well allowed. Radius of wheel wells allowed. Stock latching of hood and trunk lid MUST be removed and replaced with a minimum of 2 hood pins each. Must be securely fastened in all 4 corners. Large steel washers around pinholes are needed. Windshield may be left in but must be securely fastened with safety clips or straps or chrome molding only on front, or may be replaced with windshield safety glass {laminated, tempered, safety glass} or tech approved screen. Must fully protect the driver. Driver's door nets must be securely fastened on the bottom, NO flapping MANDATORY. All sheet metal must remain on the car with the exception of the driver's door ONLY, passenger's door if all bars extend into it. Minimum 2" collapsible steering column may be installed. Rubber body mounts must remain stock. Uni-bodies can join the frame rails. Tow chains or hooks MANDATORY on front and back of car. Missing panels must be replaced by the next race. Reinforcement of rear bumper only allowed. Tunneling for mufflers allowed. Cutting of floorboards and installation of metal boxes allowed for muffler clearance. NO cutting or removal of body cross members.

**ROLL CAGE:** Minimum 4-point roll cage. NO galvanized pipe. Bars must be securely welded to frame or be plate reinforced. 1 1/2" schedule 40 .1 2 5 or equivalent strength seamless pipe. Approved racing seat to be properly installed, Approved by tech. Seat to be lowered so that driver's helmet is below top of cage. Driver's must have door reinforced with steel bar extending into rear door or quarter, Two bars allowed to protect radiator, not to extend past grill, must remain behind front bumper. Front bars to have rounded corners. NO triangulation allowed except to support main cage. 2 bars allowed {1 1/2" max} from rear main brace to tail end of frame for rear reinforcement only. May not be used to triangulate suspension-mounting points. All bars around driver must be padded. Minimum 1/2" thick foam. NO grader blades, drill rods, or other tempered metals allowed on cars. Optional 1/8" plate on all but welds on main cage. MANDATORY four {4} gussets in top of main cage. Rub rails allowed. Must be flushed with body of car, straight on left side of car, from middle of the front rim to the middle of the back rim. Parallel on the right side of the car, going from the center spindle of the front tire to the center of the rear axle. Ends must be turned in. Seats and seat belts.. SEE SAFETY RULES ALL CLASSES.

**ELECTRICAL SYSTEM:** See safety all classes.

## Hot 4 / V6 CLASS RULES:

The intent of this class is to provide an inexpensive, uncomplicated, entry level of equal competition. Anyone who wishes to do more than what is permitted in these rules is more than welcome, in fact encouraged to move to a more advanced class.

Any 4 cylinder or 6 cylinder ONLY and must remain stock. No Turbo, Supercharged or AWD cars.

**BODY:** North American model, stock production car. Must meet North American factory published specifications for year, make and model NO full size truck, rotary engines, convertibles or all-wheel drive. Driver's must have door reinforced with steel bar extending into rear door or quarter.. Sturdy bars must be installed from the floor to the roof and from side to side, directly behind driver's seat. These bars must have 6"x6"x1/8" steel plates welded to each end, or proper 4- point roll cage. All glass, except windshield, and all loose chrome must be removed. There must be sturdy and secure bar or pipe in the center of the windshield opening. Expanding metal may be used instead of a windshield.

All upholstery, except dash {optional} must be removed. Inside of car and trunk must be free of all broken glass and debris.

**GAS TANK/FUEL CELL:** If the stock tank is located in front of the rear axle assembly it may remain.

If the stock tank is behind the rear axle assembly it must be removed and mounted in the trunk/hatch area.

A fuel cell may be used in place if the stock gas tank.

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 inside the vehicle.

PUMP GAS 94 OCTANE ONLY. Engine must remain stock. No modifications whatsoever. (Cold air intake OK)

The tech committee must pass all fuel tanks or the car will not race. Each pit must have a fully charged fire extinguisher in plain view. Put your car number on the extinguisher. Driver's must wear fire retardant, long sleeve coveralls, or better driving suit recommended. These must remain free of all flammable substances at all times.

All drivers must wear an approved helmet, eye protection, and a neck brace. Suspension must remain stock. Fenders may be cut for clearance. All driver's doors must be welded shut. Cars must have window net on driver's side. Securely fastened at the bottom, able to open from the top. Racing seat MANDATORY.

Batteries must be mounted in driver's compartment in a marine type box or better. Securely fastened to the floor. Must be approved by tech. Firewall mounted batteries OK.

All drivers must be licensed if 16 yrs or older, and must be a club member. Minimum age to be in the pits is 14 yrs, All minors {14-17} must have parents or guardians sign a release form on site. 14 & 15 yrs allowed to drive in 4cyl-Hornet class and Bomber class only. Must have training



approved by seasoned driver's and a parent or guardian must sign the waiver at every race entered.

Seat Belt see Safety all classes. Stock bumpers only. NO REINFORCING. Approved replacement OK

For RWD cars, drive shaft sling made of strap steel, or a chain, must be installed behind the front "u" joint within the front 1/3 of the drive shaft. Drive shaft must be painted white.

GASOLINE CANS gas cans must be red. This rule will be strictly enforced.

One rad hoop is allowed, but it must be no wider than the frame rails. Maximum 2" pipe. NO braces allowed. Must NOT extend forward past original grill location. NO trailer hitches. NO reinforced wheels except the right front. All persons entering the pits must be properly dressed. Absolutely no shorts or tank tops allowed, {proper dress means they must be left on until after the last race event is run}.

Maximum 4 people per pit crew, NOT including driver.

Hood and trunk latches must be removed. Hood and trunk lids to be secured with a minimum 2 pins each. Must be securely fastened in all 4 corners. Large steel washers around pinholes are needed. Struts may be reinforced. Exhaust must extend beyond the driver.

Any 60 series tire only. No track destroying aggressive tread. Snowflake OK.. 1/2" wheel stud optional. Cars with electric fuel pumps must shut down with battery disconnect switch. (See Safety all classes)

## 4 CYLINDER - HORNET CLASS RULES:

The rules set forth herein are designed to provide fair parameters for competition and a high level of safety. The emphasis 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/owner responsibility to ensure his/her car is legal. If there is any questions about rules contact the tech staff.

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

THE FINAL DECISION OF THE BOD AND THEIR INTERPETATION OF THESE RULES Will BE THE FINAL RULING.

**BODY:** North American model, stock production car. Must meet North American factory published specifications for year, make and model.

NO truck, rotary engines, convertibles or all-wheel drive. Must have complete factory body and bumper. Or approved replacement.

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.

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 with sheet metal.

All glass {except windshield}, moldings, trim and lights must be removed. NO loose glass/debris to be left in the car {vacuum it out}.

NO gutting of interior sheet metal, except for installation of roll bar. NO added bracing. NO sharp edges.

NO adding of weight to car except by direction of tech. Minimum 1/2" holes may be drilled in the rocker panels by tech to allow for inspection.

**INTERIOR:** 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.

Under hood and under trunk flammable material must be removed. If equipped with an air bag it must be removed or disabled.

**WINDSHIELD:** A full windshield is required or screen ok.

**FRAME/SUSPENSION:** Stock factory frame, suspension and mounting hardware. OEM style replacement parts only.

NO heating, bending or modification of any type is allowed on suspension pieces.

No suspension modifications whatsoever, Must remain stock. Strut braces allowed.

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.*

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 of the shock/strut must be visible to tech.

NO clamps, adjusters, spacers or chain allowed. NO added bracing allowed.

WHEELS/TIRES/BRAKES: NO bald spots, separating or bald tires. NO tire treatments or softeners.

Mass produced steel or aluminum wheels only.

Wheel offset/backset not to exceed factory specifications for car model.

*NO spacers of any kind.*

NO broken or missing wheel studs or nuts. NO pound in type wheel weights.

Must have four wheel working brakes. Must remain factory calipers.

Removal of hand brake allowed. Absolutely no other alteration of any brake component allowed.

GAS TANK/FUEL CELL: If the stock tank is located in front of the rear axle assembly it may remain.

If the stock tank is behind the rear axle assembly it must be removed and mounted in the trunk/hatch area. (unless 18" protection is provided, See BOD for approval)

A fuel cell may be used in place if the stock gas tank.

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 inside the vehicle.

**ENGINE/TRANSMISSION:** 4-cylinder engine, maximum 1 6 0 horsepower as originally advertised by the manufacturer.

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 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 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 provide 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. Cold air intake OK.

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.

NO turbo or supercharges.

Transmission must remain stock for year, make and model of car.. NO fuel additives, pump gas only.

**EXHAUST:** Must exit from beneath the car and behind the driver. Must be equipped with a muffler.

**SAFETY:** Minimum single hoop roll bar with cross brace and two down bars is required. (Tbars may be grandfathered after BOD inspection on cars that previously ran at this track) One end of the down bar to be welded to the top of the roll 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 driver's side, minimum one horizontal bar on the passenger side. Roll bar/cage material is to be a minimum of 1" O.D.X. 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 in the roll bar/cage to verify the material used. NOTE: Before you build check with HORNET tech to be sure you meet the safety requirements. 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

system prior to the 2014 rules implementation will be allowed to continue competing but it is STRONGLY recommended that drivers of these cars update to the new minimum standard.

Must have one 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" {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}.

Doors must be welded, clamped or bolted shut securely.

A fully charged 2 1/2 lbs fire extinguisher mounted within easy reach of the driver is required. Metal style mounts must be bolted or riveted, NO sheet metal screws.

An approved window net is required on the driver's 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.

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.

An approved SFI-1 single layer or better fire suit is MANDATORY. Neck braces and D.O.T. or better helmets are required.

**PAINT/NUMBERS:** Choice of color is at the driver's discretion. Colored cars will have a strip of yellow reflective tape applied {by tech} to aid in visibility.

Doors to remain the color of the body with a min 1 6" 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.

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 Track Executive. Track Officials reserve the right to refuse to allow 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.

## **CODE OF ETHICS:**

Racing is a good sport, but a good sport is made up of good men and women. Racing has no place for the troublemakers, or those who cannot see anything but wrong, believing that every action of the Officials is directed at him/her, and rules are only made to be broken. Such men and women have NO place in the racing sport and should be left at the entrance gate to all tracks. WE adopt these rules, regulations and specifications with the thought in mind that every competitor is entitled to a fair chance. Racing is a good sport; many grinding hours, days and weeks can be put into a machine getting ready for the track, then watching it go around the track for the first time all those many hours of work are forgotten. This is racing, as it should be. Regardless of the hardship and joys, racing will continue. We hope everyone will continue in the support.

## **INTOXICANTS:**

The use of intoxicants by a driver, car owner, pit person or track official on the day of the race meet is STRICKLY FORBIDDEN up to the end of the day. Violators will be IMMEDIATELY EXCLUDED from the course by the track officials. Penalties will be an automatic \$100.00 fine and suspension for {2} race meets. Use of intoxicants in the pits by any member or person will cause the person to be taken from the pits IMMEDIATELY. Persons may be employed to assist track officials in enforcing this rule. NO ALCOHOL AT ALL IN THE PITS--- WHAT SO EVER..!!!

## **IMPROPER LANGUAGE OR CONDUCT:**

Any driver, car owner, pit person, or any person on the course who may at any time or place use improper language or conduct at the meet shall be subject to IMMEDIATYE SJUSPENSION, and/or be fined. ANY DRIVER, CREW MEMBER, OR SPONSOR WHO PHSICALLY OR VERBALLY ABUSES A TRACK OFFICIAL, OR TOWER PERSONNEL IS SUBJECT TO A \$50.00 FINE AND IMMEDIAYTE SUSPENSION FROM THE DAYS EVENTS.

## **CAUSING A DISTURBANCE:**

Any driver, car owner, pit person, or any other person on the course who may at any time or in any place cause a scene or disturbance before the public will receive an appropriate penalty by the appropriate officials.

## **ENTERING THE PITS:**

*Children entering pits after the race must be accompanied by an adult at all times.*

Any person entering the pits must have a pit pass visible at all times and must have signed waiver for the day. Minimum fine for non-compliance is \$10.00. The club requires that all those entering the pits have medical coverage and any medical condition or disorders are to be made known to the Executive. Executive reserves the right to request a doctor's consent from any member. Anyone under a doctor's care or on Compensation or drawing sick benefits from any source must make his/her condition known to track officials and a decision will be made by track officials as to his/her admissibility. Any person admitted to the pits must be properly dressed in coveralls, shirts must be worn at all ti mes. MANDATORY minimum \$10.00 fine. The Executive reserves the right to eject any person applying for pit entry, or to refund pit fee, and to eject any person whatsoever from the pits. No person or other non official in the pit area will be allowed on the track, track exit or entrance during a race event except permission of the pit boss. Any registered car to be unloaded, must be unloaded {1} one hour prior to the time trials or you do not qualify. Cars will be parked as directed by the pit boss. Tow vehicles and trailers are to be removed from the pits as quickly as possible and parked in designated area. Drivers are to know their positions and are required to keep themselves informed about information posted on the line up board. Drivers will alert themselves and read line up board so as to be ready when called upon to line up for their race. IF

NOT THERE WHEN CALLED UPON, THEY WILL LOSE THEIR POSITION OR MAY BE DELETED FROM THE ENTIRE PROGRAM FOR THE REMAINDER OF THE DAY. All cars must line up in the correct position and be ready to move out of the pits before previous event is completed.

**ROOKIE STATUS:**

Any new driver who has not raced more than 3 race days in one season.

**NEW DRIVER:**

Anyone who has never driven a race car anywhere before/or on our track.

Any blocking movement of safety vehicles or track equipment will be fined \$50.00 tow trucks are to be parked in designated areas only. NO LITTERING in the pits. Cars responsible will be fined. Due to crowding in the pit area, the number of persons allowed on anyone's pit crew will be a MAXIMUM of {4} four including driver, should overcrowding occur.

**RUNNING RULES ALL CLASSES:**

All cars must be self-starting at the start of the race day. Track official's decision is final. NO car is allowed on the track until the following conditions are met: FIRST aid person is on the scene, fire equipment must be on hand and ready for use, tow vehicle and driver ready, flag man in charge of track traffic permission from pits granted. Helmets and eye protection must be worn, car must have safety checked and passed, as listed in the rule book windshields will not be cleaned on the track: races will not be stopped to clean windows. All cars must participate in track packing, unless approval from pit boss is granted