

New Paris – 2018 FWD HORNET Rules

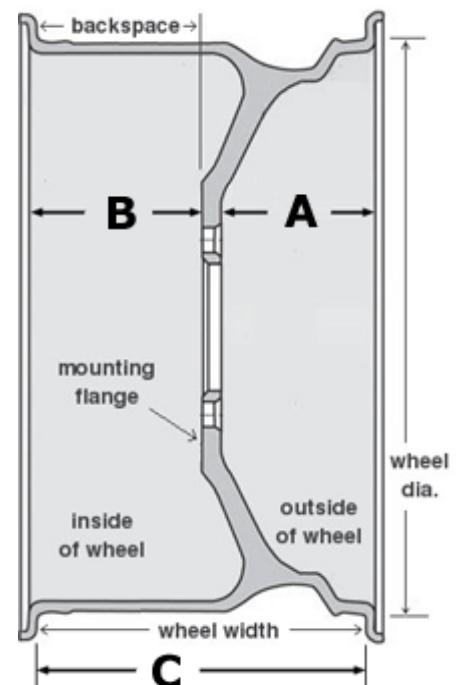
1. **Safety: Refer to general rules for a complete list for all personal safety requirements.**
2. All legal cars will be the following: four or six cylinder, front wheel drive, factory fuel injection, complete stock body and complete stock frame from front to rear. No convertibles, 2 seat coupes, trucks or super or turbo charged cars will be allowed. These vehicles will remain stock, in their original form and shape. No alterations will be made to your cars, unless it is stated that you may do so.
3. All opening and holes in stock front and rear firewalls must be covered with steel patches.
4. **Unaltered stock ECM computers. No aftermarket computer chips.**
5. Complete Stock Bodies – There will be NO Gutting or stripping of any metal inner body panels unless the roll cage bars go all the way out to the door skin. Minor gutting of the non cock pit body parts are OK. If your car is a four door, the driver's side window/door post between the front & back door can be removed for roll bar clearance and added room to exit & enter the car.
6. All exterior body panels will remain stock front to rear.
7. There will be no rear or side windows of any kind made out of any material. Any patch work on the interior or exterior of the car will have steel or aluminum patches. Make sure firewall or floor board holes are all patched over well 100%! All patches will be riveted or welded-there will be no sheet metal or self-taping screws.
8. The original windshield may remain as is, but a full Lexan windshield is highly recommended. All other glass must be removed 100%. All cars will run a full windshield.
9. All mirrors, upholstery, insulation inside & under the hood, carpet, tail lights & headlights, all loose trim on the exterior of the body, trailer hitches, and aftermarket add-ons must be removed from the car. Any material burnable in the driver's cockpit area must be removed.
10. The original hood & trunk latches must be removed and replaced with a quick release hood pin system. Any car with a hatchback can weld or bolt your hatchback solid or remove the hatchback completely.
11. All holes in the floorboard and front firewall must be covered securely with sheet metal.
12. Both front & rear bumpers must be strapped or chained to the frame, to prevent dragging. When you remove the vinyl covering on your dashboard, you may cover up the "ugly stuff" with a piece of aluminum or sheet metal. Rub rails OK-securely mounted with carriage bolts & smooth ends.
13. A homemade steel bumper may be used as the foam or aluminum bumpers smash down. No heavy tubing or channel. Nothing over 1/8" thickness and 4" tall. This is only being implemented to save you time & money of buying OEM bumpers.....if you add too much support for your bumpers, you will be cutting them off!
14. There will be no gutting of any interior or exterior panels, except for making room for the door bars.

15. Make sure all loose glass or material inside of the body panels are vacuumed out good. All loose rust flakes or trim must be removed from your cars. Use a sledgehammer on your bumpers to knock off all of the loose material on the bottom side of your car.
16. Before your car will be allowed on the track, make sure the cockpit area as well as the trunk area is clean & vacuumed out 100%!
17. Steering & Suspension – All steering and suspension will remain stock with no modifications – front to rear & side-to-side. You will be allowed to have no more than 1" of camber on the front tires and no more than ½" on the rear tires, which will be measured with a 24" carpenters square. Your wheel base will remain within ¼" side to side (rear steer). You may have a quick release steering wheel for safety, but will have the complete stock steering assembly. Your brake and gas pedal will remain stock, but you can have a toe clip for a throttle return strap. Struts may be taken off for inspection at any time during that day's event. No cutting, shortening, heating or stretching of the springs and springs must be stock for that make of car. All struts & springs will remain Stock Stock Stock!! All cars must bounce freely up & down.
18. Engines & Exhaust – All cars must start with the stock ignition key or a simple push button/toggle switch. All of the stock wiring to your car will remain intact. Your engines and transmissions are to remain stock - we will implement a claimer rule on these cars if needed, so don't throw a bunch of money into your FWD Hornet! A stock style exhaust system complete with a muffler that exits behind the drivers seat will be mandatory – 2" maximum OD size – catalytic converter not needed. Absolutely no Antifreeze is allowed!
19. Gas Tanks & Batteries – A stock gas tank in its stock location is required. Double check the gas lines and the tank straps, replace them if they are worn. All Cars must have shut off switch next to driver window which can easily be reached from the outside of the car.
20. Tires- We will be racing on junk yard stock tires only. There will be no Z rated, bias ply, trailer or recap tires allowed. Single ply sidewall DOT Radial Tires Only!! No New Goodyear Triple Tread tires or high dollar equivalent tires will be allowed. Any 55, 60, 65, 70, 75, or 80 series radial tire 165-215. Minimum tread wear rating of 300 - Tread wear rating must be visible on outside of tire. All 4 wheels must have the same size tire, no mixing of sizes. Don't look for a trick or special tire.....The track has the right to reject any tire to race on!

21. Wheels - Steel wheels only, stock for that year, make and model. Safety wheel OK (optional) on right front. Safety wheel must comply with measurements on drawing. A or B Measurement will be close to 3".

- A= 3" maximum
- B= 3" minimum
- C= 7" maximum wheel width
- All wheels and tires must be the same size. (Exception RF wheel if using Safety wheel)
- 1" lug nut required when using safety wheel. Wheel studs must extend at least one thread beyond lug nut.
- All wheel weights must be removed from both the inside & outside of all wheels.

Safety Wheel Measurements



- No wheel spacers of any kind.

22. Safety Requirements – Although we are strongly encouraging people to build and work on their own cars, if you have little or no experience putting in a safe roll cage, contact a good welder to help you install a good quality roll cage, your racing seat, and your 5 point safety belts and window net mounts. All Hornets will have a minimum of a 4 post roll cage. The minimum round or square tubing size is 1 1/2" x .095 thickness, no exhaust tubing or old rusty well pipe allowed. The rollover bar will be behind the driver's head, with the upper halo section constructed to give the driver plenty of head clearance & protection to provide safety in the event of a rollover. All cars will have a minimum of 3 driver's side door bars, as well as a single or an X door bar on the passenger side. A 30" wide by 12" tall by 1/8" thick driver's side doorplate is required on all cars (minimum size). No removing of any interior door panels except for door bar clearance. All doors must be bolted, welded or chained shut. If you are using a stock seat, make sure you have your seat tracks bolted or welded solid. The back of the seat must be secured to the horizontal back bar of your roll cage. An aluminum racing seat is highly recommended. Rear bars will be a maximum of 1 3/4" round or square tubing. The rear bars may extend rearward from the top of the cage behind the driver, angling down to the rear of the trunk area. You may also have 2 bars extending back from the middle section of the back hoop, rearward. No bars may extend through the rear of your trunk area. You may have an X in between your two rear diagonal bars. The rear strut towers may be supported with your back bars, to help keep your strut towers in place. We will be allowing bars to extend through the front firewall, for added leg protection for the driver (See new rule above). These bars may attach to the strut towers, but may not go any farther forward. Front Hoops are going to be allowed for safety as well as keeping the car from bending so easy. 1 1/2" round tubing maximum-no heavy square tubing or channel. You may build your radiator support rather than using the stock core support. Stock bumpers & all front OEM sheet metal are still required.

23. All cars will be checked for locked front axles. With one side of the car jacked up, either tire must spin freely when the opposite tire is down on the ground.

24. Bumpers – We will allow you to beef up & secure your bumpers to your frame mounts, with a maximum of 1/8" thick angle iron or flat stock. A homemade steel bumper may be used as the foam or aluminum bumpers smash down. No heavy tubing or channel. Nothing over 1/8" thickness and 4" tall. This is only being implemented to save you the time & money of buying OEM bumpers.....if you add too much support for your bumpers, you will be cutting them off! You may add one pc. of 1 3/4" x .090 (maximum size) tubing between your frame horns (both front & rear) to give you a solid place to attach your chain/cable hook-up. You may attach standard hardware cloth in front of your radiator, but no expanded steel or equivalent will be allowed.

25. This is an entry level class for entry level drivers. A Breakout time to be determined will be in affect. The track will have the option of moving a said driver up to the Outlaw FWDs if their performance supersedes the majority of the other drivers in this class. Cheap Cars.....Great Fun for the Whole Family.