



2022 Hornet/FWD Rules of Competition & Car Construction Rules

General:

This class is developed to permit those desiring to try racing at an absolute minimum cost. This is a production division, unless specifically listed as an allowable modification; you may not change or modify the car or parts in anyway. This class is designed to be cost-effective, fun and affordable. WE WON'T LET A FEW CARS RUIN THE SPIRIT OF THE DIVISION!

Each person signed into the pit area is expected to conduct themselves in a sportsmanlike manner on and off the race track. The following will be prohibited: Any profanity, threats or disrespect toward any Circle City Raceway staff; Fighting and/or behavior threatening violence; Illegal drugs, drug paraphernalia or weapons of any kind; Consumption of alcoholic beverages before or during an event; Profanity during public address interviews. Violations to any of the above may result in immediate ejection from the grounds and/or suspension and/or arrest.

The rules outlined below may not cover every incident that may occur. In those situations the decisions of the Chief Steward and/or Track Officials will be final.

BEFORE GOING ON TRACK

A. Everyone entering the pit area needs to read the Pit Area Rules & Guidelines available at CircleCityRaceway.com. The pit area is considered a RESTRICTED AREA. All persons entering the pit area must sign the voluntary waiver & release form as well as pay the pit entry fee to obtain a wrist band. Wrist bands are to be worn on the left wrist at all times during the event. For pit entry for persons under the age of 18, a parent or legal guardian must complete a Minors Release form. Minors are to be accompanied by a parent and/or legal guardian at all times while in pit area. Anyone entering the pit area without signing in, paying for and receiving a wrist band shall be considered trespassing. Circle City Raceway officials reserve the right to deny entry to any car/driver/crew member or any other person to the pit area or grounds.

B. All racers need to read the rules for their division. A driver can compete in multiple classes; however, he/she will be required to pay an entry fee for any additional class.

C. Every racecar/driver combination racing that night must sign in at the Pit Office/ Transponder Window and pick up their yellow Westhold transponder, or provide the serial

number for a Westhold transponder of their own. A driver's license will be held until the undamaged transponder is returned. Failure to return the transponder in a timely manner after racing ends or it being damaged may result in a fine. You will be assigned a Pill Number that will determine which group you will hot lap/qualify with. A car must be on property and a driver must be registered before the Drivers Meeting begins. Failure to do so may result in you starting at the tail of your heat race.

D. Each race car must have a completed car number registration before going on track. A car number belongs to that person for the season. Purchasing a "used" car does not give you that number. Car numbers must appear on both car sides and on the roof. Numbers must contrast in color (light vs dark) from car color.. All signage on race vehicles shall be in good taste. Profanity and indecency strictly prohibited.

E. All drivers that are competing for prize money must have a completed W-9 form on file. No prize money will be issued until then. An A-Main driver must take the initial green flag in that race to receive prize money, otherwise the driver will receive tow money. Any driver not qualified for an A-Main must take the initial green flag of their feature event to receive at least tow money. Prize money will be paid out at the pit office window approximately 15 minutes after the completion of the day or evening's final race and all the race results have become official. Prize money will be given to only the driver or the team owner. Transponder must be returned to receive prize money.

F. When a racecar appears at the track for the first time that year or for the first time with a new owner, it is required to be presented to the tech area for technical and safety inspection before entering onto the racing surface. Tech inspector approval is required for any further participation. Further inspections may be required at any time. If the inspector challenges the compliance with the rules of any car, it is the responsibility of the car owner to prove that any part or component of the car which is challenged does meet the requirements of its division's rules. When the car is submitted for inspection, the car owner certifies that the car meets all the requirements contained in these rules. The decision of the inspector as to whether the car complies with the rules will be final without appeal.

G. Cars are subject to present through tech inspection at any time.

H. All teams are required to properly place a Circle City Raceway owned scoring transponder on their car for all laps turned on the track.

I. Drivers Meetings will take place approximately 30 minutes before hot laps. Participation in the Drivers Meeting is mandatory. The chief steward will conduct the Drivers Meeting. Hot Lap/Qualifying groups will be posted after the Drivers Meeting. The order of events will be discussed, as well as the designated work areas and the manner in which the work area will be utilized.

J. Race lineups will be posted in a timely manner on the bulletin board located just outside the walk through gate from the Pit Office, next to the pit restrooms. Generally, Hornet race lineups will be generated using results from hot lap/qualifying sessions. There will be an invert of the four fastest cars from that group's hot lap/qualifying session for the corresponding heat race lineup, with a number of the top finishers in that heat race transferring to the A-Main. Officials will take the top two finishers of each heat race and conduct a randomly generated redraw using the track's scoring software to determine the front of the A-Main. 3rd Place finishing drivers in each heat race will start in front of 4th Place finishing drivers, etc. If

necessary, non-transferring cars will compete in a Last Chance Race(s) to transfer to an A-Main Event. The exact numbers of transfers and the format of each divisions racing will be announced at the Drivers Meeting.

K. All transfer spots are earned by the driver and not the car. Switching cars will result in that driver starting on the tail.

L. A car can only compete for prize money in one division per event unless approved or specifically announced prior.

M. All ATVs, golf carts, etc. Must be clearly identified with the number of the car they are associated with. Improper use of the vehicle may result in the loss of privileges. ATVs/carts are not permitted on the track surface at any time with the exception of sprint car teams to stage. Any violations while utilizing these vehicles will result in a penalty to the associated driver/car.

N. No open fires or open flame grills are allowed in the pit area at any time.

O. Any pet(s) in the pit area must be leashed and restrained at all times

P. There will be no dumping of any type of petroleum product or hazardous waste upon the grounds of Circle City Raceway. Used and discarded tires may not be left on the grounds. Any violation will result in fines, suspension or both.

Q. The driver and car owner assume all responsibility for their crew members at all times. During races, all crew members are to stay on the grass hill/bleachers outside turns 3 & 4. No crew member is allowed on the racing surface at any time! Violations will result in a penalty for the associated driver/car.

ON THE TRACK

A. Report to the lineup chute at the appropriate time for your division. Pit Stewards will make sure that you are in the appropriate group for your hot lap session, and will line up each heat and feature event in the lineup chute. There will be a five minute warning given prior to the start of each division's track activity. Once that five minute warning is given, each car must be at the lineup chute ready to compete. The penalty for not making it the lineup chute in time is losing your fastest lap in hot lap/qualifying, or starting from the tail of your race.

B. Pulling onto the track for a race, each car must go across the start/finish line once to activate/confirm their scoring transponder is working properly.

C. Drivers must wear a clearly labeled helmet that meets or exceeds the 2010 SA Snell or SFI 31.2 or SFI 24.1 (youth) standards. Helmets must be worn at all times while a race is going on. This includes while parked out of the race.

D. Drivers must wear a long-sleeved fire-resistant racecar uniform and gloves. Hornet and Ford division drivers may wear long pants and a long-sleeved sweatshirt instead, (a fire suit is recommended).

E. All drivers must also make use of an approved neck collar or Hans-style safety device in competition.

F. No participant may use a two-way radio or any other driver communication device. All drivers are required to be equipped with a fully functional Raceceiver unit while on the race track. Individual sanctioning body usage rules apply. Raceceivers and/or batteries will be available for purchase in the pit office.

G. No lights of any kind can be added for appearance purposes to any Circle City Raceway racing division.

H. Hot Lap/Qualification runs begin when the car pulls onto the track. If the car is then not able to complete a hot lap/qualification lap, the car will be considered a non-qualifier. Cars that are disqualified for technical reasons in qualifying cannot go again. That car will be considered a non-qualifier.

I. On a start or re-start, racing begins when the green flag is waved. Line-up positions should be held until the green flag waves and the concurrent display of the green light. Generally, the pole sitter/leading car must wait to fire until the car reaches the designated starting cone located around the Turn 4 area. Further instructions will be given at the Drivers Meeting. Starts/re-starts will be double file unless a single file restart is deemed appropriate by the chief steward.

J. No track official can give physical assistance (except as outlined here) to any competitor during any race event. A competitor can be disqualified from any event in which he or she has received such assistance. A wrecker and/or track official may lift a car off another car, lift a car off the wall, or assist in the separation of two or more cars locked together. The wrecker or officials can assist in performing necessary work to clear the track and/or avoid additional damage to cars. If the assisted car is to continue in the race, it must leave the scene under its own power or be pushed by another racecar. For push started vehicles, a car must be able to fire from the push start and prove it can continue. A car pushed off or removed by a wrecker may return to a race proving to move under its own power and approved by the chief steward.

K. No car may leave the pit area to first enter a race after the green flag has been initially shown.

L. Cars needing to utilize the work area may do so at their own peril. Only during A-Main feature events will cars be given guaranteed time to accomplish repairs and return to a race that is scheduled for 20 laps or more and timed race events. The amount of guaranteed time for each division will be discussed at the Drivers Meeting. The work area will be on the left side of the staging lane. Any driver entering the work area for repairs needs to stop in that designated work area, NOT behind the hill. No cars are to exit off of the racetrack off the backstretch during the green flag. Violators will be unable to return to their race and will face a penalty.

M. Green flag indicates the start or restart of racing. It may stay out with minor situations such as a spinout.

N. Yellow flag indicates a minor hazard on the course. Cars should slow down, get single file and not pass cars. Officials may adjust this order after the hazard has been remedied and before returning to green.

O. Red flag indicates a severe hazard on the track that requires stopping the race. All cars must stop and maintain position until approved by track officials. Cars moving around may be

asked to leave the racing surface.

P. Black flag notifies a competitor that they are to pull directly into the infield for safety or conduct reasons.

Q. White flag indicates there is one lap remaining.

R. Checkered flag indicates the end of an event. Exit the race track off of the back stretch at the opening in the wall.

S. No one will be allowed on the track for any celebration or ceremonies until all racing vehicles have stopped and had their engine shut off. Track personnel will decide when persons shall be released onto the racing surface.

T. All on track conduct such as fighting, hitting cars under the yellow/red, physically/verbally assaulting competitors/officials will not be tolerated. Expect to be immediately removed from the property plus additional fines and/or suspensions.

U. If a car is involved in an incident or is stopped anywhere on the track surface (including the infield) and is unable to move, the driver must shut off the car and lower the window net if uninjured. Drivers must remain in their cars. Only under conditions that threaten an immediate danger from fire may a driver get out of the car on track during racing conditions. Other than fire, drivers must then wait for directions from track personnel to loosen safety equipment and climb out. Driver will stay with the car until it is ready for removal from the track without approaching the active racing surface or another vehicle. A driver can be removed from participation for violation of this rule.

V. The data gained from the transponders along with serial scoring will be used to make all race results official. Any laps deemed to shortcut the course, completed under the black flag, or car disqualified in tech can be deleted from scoring. Protests of scoring of feature events must be made within 10 minutes after the official posting of results. Protests must be made in writing in the pit office. The scoring booth and flag stand are NOT to be entered by anyone other than designated Circle City officials and/or series officials. Only a driver, or parent of a minor driver, or a car owner affected by the alleged scoring error can lodge protests. Any on-track penalties or judgments made by the officials cannot be protested.

W. Race cars are not permitted anywhere on the grounds outside the pit and race track areas. Race cars should maintain a reasonable speed (approximately 5 mph) while traveling in the pit area, staging lanes and scale area. Excessive speed and/or using a race car in a dangerous manner will not be tolerated.

AFTER COMING OFF THE TRACK

A. Feature post-race tech is required for the top 3 finishers and any selected cars. Not showing up or refusal of tech inspection results in a DQ.

B. When a regular racing program is ended prematurely due to inclement weather, power interruption, etc., participants will be paid full prize money and awarded the related points for every completed event. A specific race will be considered complete if at least 50% of the scheduled laps are run before the race is halted.

C. Any time a car is damaged, the car owner is expected to repair any components that might

cause the car to be unsafe for the driver or other drivers. When a car has suffered serious structural damage, the chief steward may remove the car from competition even though the car is operational.

D. Points are awarded only to the driver. The driver who first comes onto the track for a race receives the points/awards

E. Points for feature races is 100 – 97 – 94 – 92 – 90 – 88 – 86 – 84 – 82 – 80 – 78 – 76 – 75 thru field

F. Points for heat races are 30 – 29 – 28 – 27 – 26 – 25 – 24 – 23 – 22 – 21 thru field.

G. Points for qualifying are 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1 thru field.

H. Points for a last chance race for the non-transferring drivers is 74, 73, 72, 71, 70, 69, 68, 67, 66, 65-field.

I. A minimum total of 50 hard luck points may be awarded to an event driver who does not reach that total at that event.

J. Disqualified drivers receive no points at all for the night.

K. Ties in the point standings are decided by a driver's best feature finish in that series. If multiple drivers are still tied, we go to the next best finish and so on.

L. To receive points for any race or qualification attempt, the transponder must be activated at the start/finish line thus having the driver's name appearing on the results.

Inspection:

All cars will need to have a Circle City Raceway Inspection.

American or Foreign front wheel drive 4 passenger cars with a maximum wheelbase of 104 inches. The cars prohibited from competition are: **HONDA CRX, MITSUBISHI ECLIPSE, EAGLE TALON and PLYMOUTH LASER.** No Trucks, Station Wagons, Vans, Two Seat Sports Cars or Convertibles. The Promoter and or Track Ownership reserve the right to claim any car, minus your safety gear (seat, belts etc.) for \$1,400.00. Refusal to submit to the claiming will forfeit all points and money for the program that night. In addition the car and driver will be banned from racing in the Hornet class at Circle City Raceway the remainder of the season.

Safety:

A. An approved racing seat is required and must be securely installed.

B. All drivers must use a double over the shoulder 5 point harness, lap belt, crotch strap. All belts should be replaced every two years as per manufacturer specifications. Full containment seats are to your benefit, but if not used, a right side head net and/or driver side window net are required.

C. Roll cage (Required) and safety tubing utilized in the construction of the roll cage must be 1.50-inch Outside Diameter, .095-inch thick magnetic steel tubing. The rear hoop should have bracing that crosses in an 'X' configuration. A minimum 1.25-inch outside diameter cross bar is

required across the top of the halo bar. The roll cage must be securely fastened (welding is required) utilizing .250-inch plating to mount cage to the frame. Only magnetic steel will be permitted. Iron, galvanized pipe, fittings, square tubing, brazing and/or soldering will not be permitted.

D. A minimum of three (3) door bars on the driver side are required. Two (2) door bars on the passenger side, mounted in a horizontal manner are strongly recommended. Vertical bracing from the top-to-the-bottom of the door bars on both sides is required.

E. A minimum of two (2) windshield bars and protective screen will be required in front of the driver. No bars allowed forward from the roll cage and no bars may extend to strut towers.

F. The driver compartment must be sealed completely from the track, the engine and the fuel tank. The front and rear firewalls must remain and any holes patched with magnetic steel. All material considered flammable including but not limited to the radio, airbags must be removed. The magnetic steel floor pan and trunk pan must remain unaltered in OEM (Original Equipment Manufacturer). Any work that is done in the form of patches must be completed with magnetic steel.

G. The hood does not need to be altered from OEM.

H. Kneepads and roll bar padding suggested.

I. An "ON" and "OFF" 12 volt ignition kill switch is recommended and marked clearly.

J. All body trim must be removed. All glass, lights, mirrors and airbag systems must be removed. All original interior must be removed.

K. Tow chains are required in the front and rear capable of lifting the car.

Design and Appearance:

A. The body must remain unaltered and OEM in appearance and clearly lettered with a minimum of 18" numbers on sides and roof deck. (No sun visors over 6 inches, no skirting added to original body, no wings or spoilers)

B. The hood and trunk lid or hatchback must be positively and securely fastened at all times. All doors must be positively and securely fastened.

C. The dashboard may be removed and replaced with metal.

D. Front and rear bumpers must be positively and securely fastened. Welded, chained and/or cabled to the frame will be permitted.

E. The OEM bumpers must remain on the vehicle, but may be altered to allow for tow hooks. Alterations to OEM original widths, heights and depth will not be permitted. Repairs must be kept to a minimum. A Radiator protection bar may be added to the frame as long as it does not extend forward of the OEM bumper mount and not wider than the original frame.

F. All pedals must be stock OEM make and model on stock mounts.

G. OEM throttle cables required no linkages.

Suspension:

- A. All components and mounts must remain unaltered and OEM and must match the year, make and model of car in competition.
- B. Weight jacks, modifications, racing components, adjustable struts, aftermarket or homemade traction devices will not be permitted.
- C. A maximum of 5 degrees of camber will be permitted on any wheel.
- D. Center mounted steering will not be permitted.
- E. A quick release, aftermarket steering wheel will be permitted. The steering column must remain OEM and unaltered. Aftermarket remote reservoir power steering will not be permitted.
- F. All shocks and struts must remain unaltered and OEM in the OEM location. Spring rubbers will be permitted.

Brakes:

- A. All brake components must be unaltered, OEM, magnetic steel and operative on all four wheels. Disc and/or drum brakes will be permitted and they must match the year, make and model of the vehicle in competition.
- B. Only OEM Master Cylinders in OEM location will be permitted.
- C. Brake shut off and/or valve bias adjuster(s) will not be permitted.
- D. Only magnetic steel brake lines will be permitted.

Wheels and Tires:

- A. Only OEM DOT 13, 14, 15 or 16-inch passenger tires will be permitted. Racing, mud, and/or snow tires will not be permitted.
- B. Alterations of any type including re-caps, softening, chemical alteration, conditioning, siping and/or grooving will not be permitted.
- C. All right wheels must be aluminum, with a maximum width of seven (7) inches and a standard bead. All tires must remain inside of the body.
- D. Wheel spacers and/or bleeder valves will not be permitted.
- E. One (1) inch Outside Diameter magnetic steel lug nuts on steel wheels are required.

Engines and Electronic Equipment:

- A. Only four (4) cylinder in-line electronic fuel injected engines will be permitted.
- B. All engine components must remain unaltered and OEM for the year, make and model of the car being used in competition.
- C. After market air filters are acceptable as long as they remain under the hood. The tube may be modified in length.

D. Compression must be at OEM specifications for year/make/model when tested.

E. Engines must be within reasonable tolerance levels of vacuum with OEM specifications, and must idle at 1000 rpm or less.

F. All engine components must remain unaltered and OEM including but not limited to; crankshaft, connecting rods, valves, valve sizes and the bore and stroke.

G. Aftermarket and/or racing-type cylinder heads will not be permitted.

H. High performance and/or sports car engines of any type will not be permitted. Turbo charged, super charged, carbureted, rotary engines and/or engines utilizing a variable cam-timing system will not be permitted.

I. All ignition components must be unaltered, OEM and match the year, make and model of the car in competition. Only 12 volt ignition systems will be permitted.

J. Ignition boxes and/or performance chips and/or any ignition enhancing devices will not be permitted. Traction control of any-type will not be permitted.

K. Only one twelve (12) volt battery, securely mounted with both terminals covered will be permitted. If the battery is moved from OEM location, the battery must be mounted securely in a Marine-type case. Only stock OEM starters in the OEM location will be permitted.

L. Only one aftermarket tachometer, oil pressure and water temperature gauge(s) will be permitted. The vehicle computer (ECU) must be mounted in a visible location providing ease of inspection.

Exhaust System:

A. The exhaust must exit under the car.

B. Aftermarket exhaust systems may be used.

C. Removal of the catalytic converter and smog pump will be permitted.

Engine Compartment:

A. The engine and radiator must be OEM and mounted in the stock OEM location for the year, make and model of the car in competition.

B. Solid engine mounts and/or safety chains will be permitted.

C. Accumulators and/or accusumps will not be permitted.

D. Reinforcing will not be permitted with the exception of the front strut bar.

Transmission & Driveline:

A. The transmission and/or transaxle must remain OEM and unaltered for the year, make and model of the car in competition.

B. All forward and reverse gears must be operational.

C. The flywheel, flex plate, clutch and/or torque converter and/or assembly must remain unaltered and OEM of the year, make and model of the car in competition.

D. Mini-type clutches and/or couplers will not be permitted.

E. Transmission coolers in the driver compartment will not be permitted.

F. Torque dividing final drive systems will not be permitted.

Chassis/Frame:

A. All chassis and frames must remain unaltered and OEM.

B. A maximum wheelbase of 104-inches will be permitted.

C. The magnetic steel floor pan must remain unaltered and OEM. Any work that is done in the form of patches must be completed with magnetic steel.

Weight for Ballast

A. Additional weight of any type and location will not be permitted. Any item(s) that are deemed to provide additional weight must be removed.

Fuel Tanks and Fuel

A. The fuel system must be complete, unaltered and OEM for the year, make and model of the car in competition.

B. Only standard pump gasoline will be permitted for competition. A maximum of 93 octane. Performance additives will not be permitted.

C. Aftermarket Racing Fuel Cells will be permitted. They must be securely mounted behind the driver compartment and must have a rear firewall separating the driver and fuel cell.

D. Cool cans will not be permitted.

E. Fuel lines must be securely fastened and in a safe location.