

Coos Bay Speedway

HORNET/JR STINGER RULES

The rules and/or regulations set forth herein are designed to provide for the orderly conduct for the racing venue at Coos Bay Speedway. No expressed or implied warranty of safety shall result from publications of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

DECISION ON INTERPRETATION OF RULES BY TECH INSPECTORS SHALL BE FINAL. NO EXCEPTIONS!!! IF IT DOESN'T SAY YOU CAN, YOU CAN'T!!!

Cars must remain **factory stock**-these cars are intended to be **CARS THAT WE RACE NOT RACECARS.**

COMPETING MODELS:Two wheel Drive 4-cylinder cars and trucks
Maximum wheelbase for cars may not exceed 104". Maximum wheelbase for trucks may not exceed 108". All vehicles will have a complete stock engine, body, frame and suspension for that year make and model. No modifications, alterations, or additions allowed. All vehicles subject to approval by Coos Bay Speedway track officials. If in doubt, call first.

No rotary engines. No mid-engine or turbo cars allowed.

Stock carburetor/fuel injection system for that year, make and model required. Stock transmission and stock unaltered for that year, make and modeled required.

Dash may be removed, steering and pedals must remain stock for that year make and model. Quick Connect Steering Wheel Ok

It is recommended that the battery remain under the hood in stock location and be well secured. If the battery is removed from stock location, it shall be secured in a sealed battery box and meet Hornet tech approval.

No bracing anywhere except inside the drivers compartment.

Exhaust must be leak free and extend behind the driver with a functional muffler in place.

MODIFICATIONS ALLOWED AND/OR REQUIRED

Passenger car tires mandatory. Wheels and tires must be the same size and no different than the car was originally equipped. Factory ride attitude must be maintained. No low profile or racing type tires allowed. Oversized wheel studs on right front spindle allowed.

Racing seats are highly recommended. Tech approval on installation. Reinforcement of seats will be subject of tech approval.

FRONT BUMPER:

Front bumper area may be rebuilt to stock specifications with materials of stock type or equivalent. Reinforcement is not approved. Any rebuilt front bumper area or core support shall be approved by Hornet Tech official. Factory bumper cover must be in place. Radiator protection under the hood unattached to the cage is allowed.

GAS TANK:

If stock gas tank is forward of rear axle, it may remain in place. If stock gas tank is behind rear axle, it must be replaced or contained in the trunk area as far forward as possible. It is highly recommended that this fuel container be replaced with a commercially produced fuel cell. All fuel container applications must be tech approved. Two, front to rear straps on top and around bottom of fuel cell or approved container are mandatory. One side to side strap will be required in the same fashion as the front to rear straps. Said straps will be made of a minimum $\frac{3}{4}$ " metal flat strap. If the Fuel tank is moved then a firewall must be in place.

ROLL BAR:

A single hoop rear roll bar (behind driver) is required. Roll bar must be welded or bolted in place, attached to car. Six (6) points mounting max, 4 points in the driver compartment two to the rear only, with 3 windshield bars highly recommended. Roll bar padding mandatory on all bars within reach of the driver. Driver door bars are HIGHLY recommended, maximum of 4 evenly spaced on the left side of the 4 point cage.

Roll Bar alternate:

2 upright bars required using 1 $\frac{3}{4}$ " (.095") minimum pipe with steel plates on each end for mounting. Mounted vertical from floorboard to roof with no less than 7/16" bolts and washers. Upright bars are required to have at least one 1 $\frac{3}{4}$ " o.d. (.095) minimum kicker bar from the top of the upright posts down to the floor at an angle, and welded to the upright bars and bolted or welded to

the floor at the frame. The upright bars must be connected at the top and welded together by a connecting bar. **Any variation of roll over protection shall be approved by Hornet Tech official.**

Windshield may remain if in good condition or may be replaced by lexan or maximum 1" by 1" screen. All other glass, and under the hood insulation must be removed. No mirrors allowed.

DOORS:

All doors must be welded, bolted or chained shut. A driver's door plate is required of no less than 3" wide x ¼" thick steel flat strap extending past the front and rear door seams in the middle of the door skin **if the cage does not have three door bars**. The purpose of the strap is to not only keep the door closed but to provide some impact resistance. It is recommended that more than one of these straps be installed. All straps must be installed flat. Grader blade material is highly recommended as strap material.

Cars color:

Car color is optional. All cars will be neat appearing and damaged body panels must be replaced or repaired.

Car numbers must be at least 18 inches tall and in contrasting color on the driver and front passenger doors and a car number on the roof. ((No duplicate numbers allowed.)) **PUT YOUR OWN NUMBER ON THE CAR**

Complete hoods must be secured with hood pins only (unless hood opens from the front) with factory hinges remaining. Any hood that is bolted down, shall have large wingnuts for faster removal by the safety crew and shall have at least two holes cut in the hood, one on each side to allow fire extinguisher access in an emergency.

PERSONAL PROTECTION:

Approved helmet, SA2010 or newer recommended.

4 point racing seat belts required(5point recommended). (4 yr date stamp recommended) Tech approval.

Long sleeve fire retardant jacket and gloves required, full length Nomex racing suit highly recommended. Long pants and full leather shoe

or boot required. No nylon allowed PERIOD. Racing suit, gloves and neck brace highly recommended.

Fully charged fire extinguisher with gauge must be securely mounted within easy reach of driver required. Driver's side window net is required. Must be equipped with quick release for driver exit and entry on driver side. All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare their car free of defects and in safe racing condition.

MANAGEMENT CLAIM:

(If you don't want to sell it for the claiming price, you should run it in the Mini Outlaw Division.)

The management claim is in effect at all times and the claim amount is \$1500.00 for the entire car. Seat and belts may be removed at time of claim. ALL other components may not be removed.

Refusal of claim will result in suspension from any racing privileges for driver and/or owner for the remainder of the current racing season and the complete next racing season if it is deemed that 50% of the scheduled races for the division have already been run in the current racing season.

DRIVER EXPERIENCE:

All drivers will be allowed to compete in hornet events.

RADIOS:

No two-way radios allowed. One-way radios (scanners/ race scan) are required, must be on race control channel at all times.

EVENTS:

Different type events may be run at the discretion of track management and officials. These may include but are not limited to school vs. school, boys vs girls, as well as other novelty events. You will be expected to compete in these events. Direction event is run may change. Refusal to participate in novelty events may result in loss of points earned that night.

Competition Rules

1. Cars shall line up in the proper order in the staging area when called. It will be the responsibility of the driver to know their proper line up position. Any car not ready and properly lined up will be placed at the back of the pack.
2. Green flag start: Once the flag man has given the signal that there is one lap to go (one finger), to the green flag, the green flag will be given on the next lap, barring an accident or other situation that would make giving the green flag unsafe.
3. The car on the pole will determine the pace of the start of the race, there will be no passing before crossing the start.
4. On a restart, green flag racing may resume at the cone in turn 4.
5. There will be NO racing to the yellow flag.
6. Rulings from the flag stand cannot be protested.
7. It is the driver's responsibility to drive appropriately for both track and car conditions.
8. No driving under the berm, unless to avoid an accident. No position is to be gained while under the white line.
9. No bumping allowed. Bumping is defined as any contact that appears to be intentional or that disturbs the driving pattern of the car bumped.
10. Drivers are expected to maintain a reasonable racing line/groove. No mirror driving. Blocking another car is not allowed.
11. Drivers attempting to gain position must yield, unless their front wheel is even with the driver of the car they are passing.
12. Unsportsman like conduct will not be tolerated. The actions of our members reflect on the association.
13. Drivers being lapped shall hold their groove. This would also apply to non-competitive cars (for example, a car with handling problems).

14. Two (2) unassisted spins during a race will result in disqualification.

One (1) unassisted spin during a race will result in starting at the back of the pack.

15. After a yellow or red flag restart, all cars will restart in the order they were running on last completed green flag lap. Car causing an accident and dead cars will be placed at the back of the pack.

16. Restart Line Up 1 lap to green.