



2023 Willamette Speedway Hornet Rules

IMCA cars are legal to run w /Hornets

**** FIRE EXTINGUISHER IN EACH PIT ****

Rules

Rules are written with the spirit of intent. Any questions on interpretation of a rule(s) should be handled before race day. WS Hornet rules may flex on a case-by-case basis at the discretion of Willamette Speedway officials in the interest of good competition. It is the car owner/driver's responsibility to clear any concerns or issues with the car that will be run at a Willamette Speedway event prior to that event. Not every part and piece can be covered in this rule book. If a part, piece, or modification is not listed in this rule book, it must be presented to Willamette Speedway's officials prior to a race for approval.

Cars and Trucks allowed- Front wheel drive or Rear Wheel drive- no AWD/ 4WD or converted AWD or 4WD to 2WD allowed.

ALL Cars/Trucks MUST BE Stock Production MODEL YEAR 2005 OR OLDER.

Engine

Must be naturally aspirated gasoline engines. No turbo, No rotary

etc. Four (4) cylinder engines only.

Stock type fuel injection.

Any 500-cfm carb allowed. 1" spacer allowed.

Stock appearing intake manifolds.

Aftermarket or racing air filters, and air filter ducting parts are legal.

Engine and engine series must match make car/truck. Ex. Honda that came with a "D" series engine cannot run a "B" or "H" series engine. A pinto can run a 2300cc engine and not a ztech motor.

Exhaust

Aftermarket exhaust manifolds and headers are legal.

No requirements for specific catalytic converters/mufflers. Cars must run a muffler and maintain a 95db at 100 feet rating.

Exhaust must exit behind driver.

Exhaust cannot be aimed at fuel tank.

Exhaust pipes must be secure and may not extend past the body of the car.

Transmission

Front or rear wheel drive cars only. No AWD or 4X4 allowed.

No four-wheel steering allowed* No converted AWD or 4X4.

Aftermarket Clutch, Flywheel and Torque Converters and parts are permissible.

No racing transmissions. Factory gear changes are permissible.

Locked, welded or LSD allowed.

ECU (Computer)

Computer may be chipped and/or tuned. Ignition coils must remain OEM however the coil-on-plug kits are allowed.

Tires and Wheels

Racing wheels are legal. No bead lock wheels.

Max wheel width 7in.

Wheel spacers are **NOT** allowed.

Any DOT Street legal tire permitted. No grooving, checking, crosshatching or any

other tread modifications is permitted. No Hoosier Tires. No Racetrack and Auto Cross Only tires.

Tires can be a 60,65,70 or 75 series tire- no 50 or 55 series tires allowed.

Tires can be mixed and matched for stagger.

Suspension

Cars and trucks must maintain stock like suspension parts or use direct O.E.

replacements. Reinforcement of suspension components and mount points are allowed.

Upper control arm Camber adjusters/ball joints are allowed.

Shocks/Struts must be stock or OE replacement. No racing shock/Struts. No adjustable shocks/Struts

Spring adjusters (Coil Overs) are **NOT** allowed.

Limiting straps or spring compressing devices are **NOT** allowed.

Spring rubbers (rubber or plastic) may be used in between spring coils, **BUT NOT** at the top or bottom of the spring.

Weight

All Cars must weigh 2300 pounds or more with driver. Car weights can be checked before, during, and after each race.

Steering

Steering rack must be stock or stock replacement.

Steering shaft from rack to steering wheel may be altered. Electric power steering ok.

Steering wheels may be changed, and quick release devices are allowed.

Roll Cage

The roll cage must be constructed of 1.5 or 1.75 inch outside diameter tubing with a minimum wall thickness of .095 inches. Six-point cage required consisting of a

four- point center section and two “kicker” bars from the top of the main cage to the rear of the car welded securely in or near the strut tower area. (Center section to consist of main roll bar with cross brace as close to floor as possible and cross brace shoulder high. Halo bar must be above driver’s head with helmet on and buckled into car. Front down posts must have bar between them above steering column in front of dash.) Minimum three door bars on driver’s side. Minimum two bars in passenger door. Steel plates will be installed on outside of driver’s side door bars, concealed inside car body. Roll Cages will be inspected by Willamette Speedway staff before cars are allowed on track. Unsafe cages will not be allowed to race.

**Drivers side steel plate 3/16 in thick to cover driver’s seating area (exact measurements to follow)

Brakes

Stock brakes and brake components are acceptable. Upgrades to brake drums, lines, rotors, pads, and calipers are acceptable, but they must use stock master cylinders, and associated components.

Battery

Batteries may maintain stock location. Batteries must be held down with stock clamps, or metal hold down straps, with a rubber cover over the positive post. Batteries to be relocated inside driver’s compartment. Relocated batteries must be mounted securely with rubber covering the positive post, in a contained sealed box. Non spillable batteries are highly recommended.

Fuel tanks

The fuel system can remain stock provided the fuel tank is in the stock position. Fuel cells may be used. If a fuel cell is used it must be mounted securely in between the rear strut towers area of the car with a firewall installed to seal off the fuel cell from the cab of the car. A fuel shut off switch wired to an oil pressure switch is required for electric fuel pumps not equipped with stock shut off relays.

Cooling

Aftermarket radiators are allowed but must be in or near stock location. Radiator mounting may be reinforced. Reasonable radiator protection is allowed. Any type of fan switch is allowed. Coolant type -*WATER ONLY* Water Wetter and other

additives/lubricants can be added to the water. NO ANTIFREEZE

Oil and Fuel

Any regular pump gas is allowed. E85 and 110 permissible. **No Methanol.**

Any engine oil and transmission fluid are allowed.

Cab and Body

All glass and flammable material must be removed from the cab and body. Dash may be removed if desired. All external plastics and lights must be removed. Slight body sheet metal improvements may be made. Extra driver's side door sheet metal may be added. No bars to extend past factory bumpers. Bars may be placed behind leading side of front bumper, and behind trailing side of rear bumpers. Bumpers must not have any sharp edges or be capable of hooking other cars. Bumper plastics (covers) must be installed with extra supports to prevent bumper covers from being torn off during racing. At a minimum, one metal bar must be installed in the windshield opening area. Any sharp edges or supports that stick out from the car must be moved for safety. Hood latch should be disabled and removed, with quick pull pins installed. Wind shield area visors and metal mesh is allowed and encouraged. Car bodies should resemble stock appearance.

Similar thickness factory thickness size sheet metal should be used for sheet metal repairs. Rear cab side window openings may be blocked off with sheet metal.

Claimer Rules

A DRIVER in the top 5 can claim another top 5 driver's car for \$1500 and CLAIMANTS car. Claim must be made before leaving tech area.

A driver refusing claim will lose finishing position for the night, as well as all points and money for that night. Refusal will also result in one race suspension.

*Both cars will remain in specified area with tech official until claim is completed. BOTH cars must pass tech for claim to be allowed.

Payouts for 2023 Season

- 1.) \$100**
- 2.) \$75**
- 3.) \$50**
- 4.) \$40**
- 5.) \$20**
- 6.) Gets in next race free**