

# KRA Speedway Hornet Rules

3/16/2025

Highlighted sections do not currently adhere to the WISSOTA Hornet Rules.

This class is for the entry level driver and is not intended to be a high dollar car division. These rules are for the safety and fairness of all in the KRA Hornet division.

Cars are subject to inspection/re-inspection at any time during the season to ensure compliance with these rules. Especially following major damage from wrecks.

Tech inspectors and Track Officials reserve the right to perform an in-depth technical inspection of any car they feel is not in compliance with these rules no matter what position the car finished in the event.

Any car found not in compliance with these rules EXCEPT THOSE RULES CONCERNING THE PERSONAL SAFETY OF ANY AND ALL will be allowed to participate in that week's event but will automatically be disqualified from receiving prize money and points for that event and will not be eligible to participate in future events until the infractions are corrected.

KRA reserves the right to disallow any driver in the interest of maintaining the purpose of the class.

## Definitions:

Full-Time racing season: Competing in 5 or more events in a class during a single racing season.

Driver's age: The age of the individual, in years, at the beginning of KRA's racing season.

## 1. Driver Eligibility:

**Seasons in class:** A driver may race in the KRA Hornet class for any number of racing seasons until they reach an age of 18 years.

Drivers aged 18 years old or older may race in the KRA Hornet class for 3 racing seasons.

This applies to any classes similar to the KRA Hornet (e.g. sport compact, WISSOTA Hornet).

**Seasons in other classes:** Drivers who have raced a pure stock or similar class (e.g. hobby stock) for 2 or more racing seasons may NOT race a Hornet at KRA Speedway.

Drivers who have raced in a class higher than a pure stock or similar class (e.g. hobby stock) for one racing season or more may NOT race a Hornet at KRA Speedway.

## 2. Safety:

A. All cars will be checked for safety. You will not be allowed to run if your car is deemed unsafe.

B. All helmets must be rated SNELL SA2015 or SFI 31.1/2015 or newer. Manufacturer tag and SNELL/SFI sticker must not be removed. No SNELL KA or M rated helmets are allowed. Helmet must be worn at all times when the car is on the track and must accompany the vehicle at time of inspection. The helmet must have a face shield or eyewear protection, which must be in place while the car is on the track. A full-face helmet is strongly recommended. Head and neck restraint is strongly recommended.

C. A driving suit and gloves of a flame-retardant nature must be worn by all competitors; they are both mandatory. If the driving suit is a two-piece suit, both the top and the bottom must be worn at the same time. It is recommended that there be a one-piece minimum three-layer quilted suit of fire resistant material and under-wear, socks, shoes and hood of fire resistant material. No flammable clothing/material may be worn outside of the fire suit. Must not have any holes or tears in drivers suit or drivers gloves.

D. A competition shoulder harness, at least two (2) inches wide, and a lap belt at least two (2) inches wide are required. Month, year and date of manufacture must be on all belts. Belts can't be older than manufacturer's expiration date. No OEM factory-type shoulder belts or straps will be allowed. Metal-to-metal buckles are required on the shoulder harness and the lap belt. The harness must be mounted in at least FIVE (5) points below the driver's shoulders (substrap). Window nets with a quick release type latch at the top are mandatory in all classes. No homemade window nets, no banner nets or V-shaped nets, and no Y-belts allowed. As a matter of safety and vision, drivers are not allowed to mount anything that covers more than the top four (4) inches of the driver's window or the net (examples include but are not limited to tape, plastic, metal). Roll bar padding, neck braces, and/or head and neck restraints are highly recommended.

E. Car numbers must be at least 18 inches high in and contrasting color to the car. One must be placed on the roof facing the grandstand and there must be numbers on both front doors.

F. You must have a copy of the repair manual for the year, make and model of the vehicle you are racing available at the track. They can be found at most part stores.

G. Safety vent bar is mandatory on all cars. It must run from top door bar to A pillar bar on left side of car. There also has to be an intrusion/halo bar running from halo bar above head rest down to door bar or back hoop at bottom of window opening.

H. Windshield must have 4 or more quarter inch or larger bars, evenly spaced directly in front of driver. The driver's side windshield must be covered with a protective screen, covering at least 50% of the windshield (full cover recommended).

I. Seat and belts must be mounted to roll bar system (check out new roll bar system). Roll cage must be six point constructed of 1.5 inch outside diameter or larger .095 steel tubing. The cage must be mounted at four points, window post to window post, with 1/8 inch minimum steel plate 6"x6" to the floor & two additional points

J. A full containment racing seat is strongly recommended, and any racing seat used must be fastened to the frame/cage using a minimum of four 3/8" bolts.

K. A kill switch is required and must be within easy reach of the driver with the shoulder harness and lap belt fully cinched. This kill switch must be clearly marked "off" and "on"

### **3. Car:**

A. Any front wheel drive compact car with a maximum wheelbase of 107" or less. No all-wheel drive allowed. No supercharged or turbo charged engines. No convertibles or T-tops or rear steering cars. No two seat sport cars. Vehicle ID number (VIN) must remain in at least one stock location and will be used to determine stock OEM parts.

B. All glass, trim, mirrors, lights, radios, etc. must be removed. Interior of car must have all flammable parts removed. Dash may be removed; if removed, dash may be tinned in. Car interior must remain open.

C. No gutting of any part of the body and rear hatches must all be pinned or chained shut. Trunk must be able to be opened (cannot be welded or bolted shut.) Hood and trunk must have stock hinges working and no cutting or gutting allowed. Doors must be welded or bolted shut. No homemade body parts, no sharp edges. No chopping, channeling, bracing or shortening of frame or body allowed. Rear side window enclosures are allowed.

D. If front or rear stock bumpers are removed, they will have to pass inspection. No bull work allowed or reinforcement any place on car, front or back. On the front and back, you can cut bumper off and extend frame horns out to mount bumper even with the plastic bumper cover. If you do that, you can put a tube between new frame horns and on front you can put a small loop in front of the radiator, 1.5" tubing max, but it must stay under the hood. Front and back bumper brace to fender/ quarter panel 1.5" tubing max. Rear of car may be reinforced. Rusted-out rear frame or unibody frame under back of car can be reinforced to support trunk area and back bumper only. No other bracing or reinforcing allowed. Must use molded front and rear bumper cover.

E. Bumpers must have safety chain/cable holding them on car. Sunroofs must be covered with steel. Must have tow chain/ cable on both front and rear of car. Tow straps must be a minimum 3/8" cable or 3/8" chain links.

F. Transponder must be mounted approx. 34 inches behind the center of lower ball joint on the right hand side of car; cut a hole in the floor pan and bolt or weld a mount to the top side of the floor pan and mount transponder to it, making sure there is no obstruction between transponder and the ground.

#### **4. Weight:**

A. Adding weight to the car in any form or location is NOT ALLOWED, other than specified by the safety section of the rules.

#### **5. Engines and Electronics:**

A. 3-cylinder or 4 cylinder in-line engines only. Must have OEM crank, rods, valve sizes, stroke, etc. No engine using variable cam timing allowed. Must remain stock for year, make, model of car being used. No modifications of any kind allowed. All engine components must be unaltered OEM for the make, model and year of the car being used.

B. No porting or polishing or milling of any parts. No performance parts of any kind will be allowed. Stock air cleaner that came on the car must be used from air cleaner box to engine. Compression must remain the stock specification for all engines. Safety fuel rail is allowed.

C. Must have stock wiring harness. Plugs not used can be cut off. Tuning of the ECM is allowed. Computer can be moved but must be in plain sight and accessible for inspection. All electronic components must be unaltered OEM for the make, model and year of the car being used.

D. Cobalt cars (and similar) may change the electronic throttle body with a manual cable throttle body from a Cavalier or Sunfire only. If you do you have to also switch the stock wire harness and computer for the car to work.

#### **6. Battery:**

A. One 12 volt battery only. Must be securely mounted. Battery may only be under the hood or in trunk area (not within cockpit area); if battery is in trunk area, rear firewall must be enclosed. Battery must be securely mounted in a marine type case. If battery is under the hood it must have positive terminal covered.

#### **7. Ignition:**

A. Stock OEM ignition only. No performance ignition parts. .

#### **8. Brakes:**

A. All four wheels must lock up when inspected and must be stock OEM to make, model and year of car. No brake shutoff or bias adjuster allowed. Still brake lines only. ABS brakes must be disabled.

### **9. Exhaust:**

A. Manifolds must be OEM type for the car being used. Two inch (2"0 exhaust size for all years, models and makes. Must have factory manufactured muffler of some kind. Exhaust must run under car and be seen at rear of car. No side or out-of-body side exhaust allowed. Catalytic converter can be removed.

### **10. Steering:**

A. All components and mounts must be unaltered OEM to year and make of car being used. Must be in stock location. Quick release steering wheel is allowed.

### **11. Belt Driven Components:**

**A. Power steering and the alternator may be removed.** The AC compressor and all applicable parts may be removed.

### **12. Transmission:**

A. Must be stock OEM for the car being used, with no modifications allowed. Must be fully functional in all gears at all times. Automatic or manual transmission allowed.

B. Manual transmissions must have 1" inspection hole in bell housing near the top for easy inspection of the clutch and flywheel, etc.

C. No cars that came with stock limited slip transmission allowed. No aftermarket limited slip transmission allowed. No altering gear ratios from stock.

### **13. Suspension:**

A. Stock suspension may not be altered. Shocks, springs, struts, sway bars, spindles and hubs must be stock OEM for year, make and model car being used. Rear wheels must track straight and be in alignment with front wheels. No more than 2 degrees camber allowed on any wheel. 1987 to 1995 Dodge Caravan rear wheel hubs are allowed. No progressive springs. All cars must have front sway bar (must be hooked up). All rubber boots and bump stops must be cut off. Springs must match side to side, must have the same coil rod size side to side, and strut shaft must be same size.

### **14. Fuel tank and Fuel:**

A. Stock fuel tank may be used provided that its stock location is in front of the rear axle and it is securely fastened. All other tanks must be removed and a racing fuel cell placed in the trunk area with a steel firewall separating it from the driver's compartment. Fuel cell must be 12 gallons or less. Fuel cell must be in a metal container and have

fuel cell straps 1/8" x 2" may be used around the fuel cell/can to hold the cell/can together if it comes out of the car. Fuel pump for fuel cell must be wired through the ignition and also have a separate shutoff switch marked with "on/off" Gas lines in cockpit/open driver's compartment run in steel tubing. It is mandatory to have a steel skid plate on any plastic gas tank under the car.

B. Fuel must be pump gas only, maximum 98 octane. No performance additives allowed. No race gas allowed (no Turbo Blue, VP, 110 or E-85). Race gas "purchased at the pump" is not allowed.

### **15 Tires and Wheels:**

A. Stock DOT passenger tires and wheels only. Front tires must be the same size from one side to the other. Rear tires must be the same size from one side to the other. Front tires may be different size than the rear tires. Wheels must be the same side to side, but can be different front to back (for example, aluminum on fronts and steel on backs).

B. All numbers allowed. No mud or snow tires (those designed specifically for mud or snow have a snow flake or mountain on their side and are not allowed). Tires that have "M&S" on them are okay to run. No bias tires allowed. Maximum 60 series tire only (55 series or wider not allowed) Maximum 6.25" tread face. No grinding, grooving or siping tires allowed. No over aggressive tread will be allowed (if you are unsure, ask tech official).

C. No pipe or protectors welded over tire valve stem. No mud plugs allowed. OEM steel or aluminum wheels: 13, 14, 15, or 16 inch. Racing wheels are allowed; must be 7" and must use same back space as stock wheels. If using racing wheels, must use on both sides. Example: both rears or both fronts. You must still run DOT tires. One inch lug nuts required on steel wheels. No wheel weights allowed.