

SECTION 10 – HORNET

This is a beginner, entry level class for learning and fun. No tolerance will be given to those, whom do not compete in the spirit of the class.

10-A. ELIGIBLE MODELS

1. Any 2wd car or pickup with maximum wheelbase of 107” with a complete stock engine, body, frame, and suspension for that year, make and model. Any vehicle over 107” wheelbase must be pre-approved. No modifications, alterations, or additions allowed unless specified in section 10-B.
2. Three (3) or four (4)-cylinder engines only. No rotary or mid-engines. Naturally aspirated only.
3. Stock transmission and stock unaltered front/rear end for that year, make and model required. No posi-trac or locked differentials allowed.

10-B. MODIFICATIONS ALLOWED AND/OR REQUIRED

1. All components must be OEM and match year make and model of vehicle used.
2. Third brake light, if originally equipped, must be functional.
3. Instrument cluster, steering, and pedals must remain stock for that year, make and model.
4. All combustible materials must be removed from interior (exception: dash is optional, see 10-B.3 above).
5. One interior mirror is allowed.
6. Airbags must be removed.
7. Must remove factory hood latch. Hoods must be secured with 2 hood pins with factory hinges remaining. If factory hinges are removed/broken, you must have hood pins in all 4 corners. Under hood insulation must be removed.
8. All doors must be welded, bolted or chained shut. No less than 3” x ¼” steel flat strap extending past the front and rear door seams in the middle of the door skin. The purpose of the strap is to not only keep the door closed but to provide some impact resistance. It is highly recommended that more than one of these straps be installed. Flat grader blade materials are highly recommended as strap material.

9. WHEELS/TIRES

- a. Tires
 - (1) Any DOT legal highway tire with minimum 380 tread wear rating and minimum 60 series
 - (2) No racing type OR traction tires allowed
- b. Wheels
 - (1) OEM/Stock wheels preferred.
 - (2) Aftermarket wheels allowed with max 1-inch offset from stock wheel.
 - (3) Max 6” width. All 4 wheels must match. (Size and offset).
 - (4) Basset or Aero wheels not allowed.
 - (5) Oversized wheel studs on right front spindle allowed.

10. SUSPENSION/DRIVETRAIN

- a. Ride height must remain stock.
- b. Camber + or - 3 degrees.

11. REINFORCEMENT/RECONSTRUCTION

- a. Front bumper area may be rebuilt to stock specifications with materials of stock type or equivalent. Any rebuilt front bumper area or core support shall be a maximum of three (3) vertical bars consisting of ¾” maximum square or round tubing with maximum thickness of .065” with a maximum of three (3) horizontal bars consisting of ¾” maximum square or round tubing with a maximum of .065” thickness. Factory Bumper Cover must be in place.
- b. Radiator Reinforcement
 - (1) 3 vertical bars consisting of 1" maximum square and or round tubing from bumper to bottom support and from bumper to upper support.
- c. Windshield may remain if in good condition. All other glass must be removed.
 - (1) Windshield may be replaced by Lexan or screen with max 1" x 1" holes with three windshield bars mounted in front of the driver.
- d. Brace bar allowed between strut towers in both front and rear.

10-C. ROLL CAGE

1. A minimum six-point roll cage is mandatory.
2. Minimum 1.50" O.D. roll cage tubing with a minimum thickness of .095 wall.
3. Gussets required on all 90-degree joints.
4. Cage must have a minimum of three (3) door bars on the driver's side and two (2) on the passenger side.
5. ¼" inspection hole to be provided in the main bar.
6. Any bar within driver's reach while belted into the seat will be padded with industry standard roll bar padding.
7. Uni-body: Roll cage must be securely fastened to the floorboards by welding 1/8" thick minimum plate, 4" x 8" or 6" x 6" on top and/or underneath the floorboards using 3/8" bolts per mounting, or cage may be directly integrated into the sub frame at all main points with full circumference welds.
8. Driver's cage door bars plate needs to be 1/8" steel welded, back main hoop post to front hoop post, top to bottom, front to back.
9. No roll bars or bracing in front of firewall except a forward brace bar allowed from main cage to front strut tower.
10. No bracing anywhere except inside the drivers compartment or otherwise stated in these rules.
11. No removal of inner metal panels, with exception of inner door skins, for roll cage purposes only.
12. Rub bars – max 1" wide by 2" tall steel or Lexan rub rails, bolted flush to the body allowed. No sharp edges allowed on bumper, rub rails, or bolts. No bars past outside edge of body, other than rub rails.

10-D. FUEL SYSTEM/EXHAUST

1. If stock gas tank is forward of rear axle, it may remain in place.
2. If stock gas tank is behind rear axle, it must be replaced with a commercially produced fuel cell. All fuel container applications must meet tech approval.
3. Two front to rear straps on top and around bottom of fuel cell are mandatory.
4. One side-to-side strap will be required in the same fashion as the front to rear straps for fuel cell use.
5. Fuel cell straps will be made of a minimum ¾" metal flat strap.
6. Recommended to have a metal firewall/fuel cell cover must be between driver and cell. Fuel cell vent, including cap vent, must have check valve.
7. Stock carburetor/fuel injection system and air intake for that year, make and model required.
8. Exhaust must be leak free and extend behind the driver with a functional muffler in place.

10-E. BALLAST/BATTERIES/FIRE CONTROL

1. Batteries must be located behind driver's seat in a sealed container secured to floor with metal straps. Must have battery disconnect switch within easy reach on driver's side.
2. See other General Safety Requirements section 3-B.

10-F. SAFETY ITEMS

1. See General Safety Requirements section 3-B for racecar/driver requirements.
2. Head and Neck Restraints, such as the HANS device, Hutchens, Simpson or G-Force are highly recommended.

10-G. RADIOS

1. No two-way radios. Receivers are required.

10-H. EVENTS/SPORTSMANSHIP

1. Different type of novelty events may be run at the discretion of PRA or Track Officials. 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. This is a beginner, entry level class for learning and fun. No tolerance will be given to those, whom do not compete in the spirit of the class.

10-I. CLAIM RULE

1. A claim rule is in effect for this division. Amount of claim shall be \$1500 in CASH only. Claim must be in writing, with cash, and be given to the pit boss or tech steward within 10 minutes of the finish of main event, while cars are in tech, and have successfully passed tech. Top three (3) finishing cars of main event are eligible ONLY. Driver posting claim shall not have finished ahead of car being claimed. Claimant must be a PRA member in good standing and must have raced in the hornet main event on the date claim is made. All safety gear to include seas, seat belts, window net and fire extinguisher are

exempt from claim, unless claimant and the person whom the claim is against agree on a value for said items to remain with car. If claim is refused, driver and car will not be allowed to compete in this division for one calendar year, loss of season points and any money/trophy for said event. Refusing driver is also subject to a \$250 fine which must be paid in full before being allowed to compete in ANY sanctioned PRA race thereafter. If claim is accepted, car will remain at track and will be required to compete in the next PRA hornet scheduled event within current season. Claim amount will be help by PRA until after the car competes in the next scheduled race as required. No claims on the last, regular scheduled event of the season. One claim per driver during the regular scheduled season.

2. The PRA Board of Directors also reserves the right to claim car under the same rules as previously stated. If claim is accepted, car shall remain at the track or other designated place. Car will then be “raffled” off at \$50 per spot until 30 spots are sole. Car owner/driver is not allowed to purchase a raffle ticket. Once all spots are filed, a number will be selected via live or video recording by means of a pill draw to determine the winner. All rules listed previously are in effect for winning member/driver. If car is not raced after being claimed, car will go back to original owner, with the amount of the claim not to be refunded, unless it is a management claim in which claim amount with be refunded to PRA.