



2022 XR HORNET

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1: SAFETY: All Safety Equipment must be in good condition without holes or damage and be in proper working order. It is highly recommended that all race cars have a full containment seat and a built-in fire extinguisher system containing Halon 1211 or equivalent. Snell SA2015 or SA2020 rated helmet REQUIRED. SFI-approved full fire

suit REQUIRED. Fire retardant gloves, shoes and neck brace (or head and neck restraint) REQUIRED. Driver-side window net REQUIRED, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to the roll cage so the latch is at the top front of the window. Maximum four inch tall visor attached to window net. Minimum two inch wide SFI-approved five point safety belt assembly REQUIRED, must be mounted securely to the main roll cage, maximum of 3 years old. Kill switch required within easy reach of the driver and must be clearly marked 'OFF' and 'ON'. Recommended: Fire retardant head sock and underwear, collapsible steering shaft. Some Tracks may have higher standards of safety that would supersede our recommendations.

2: BODY: Any commercially produced FWD 4-cylinder car. Aftermarket nose pieces allowed, must be conformed to fit at reasonable and near-factory dimensions. No push bars to extend outside of bumpers or beyond the nose piece. All bumpers must be covered and no sharp edges may be exposed. Rub rails allowed on sides of the body made from lexan or 1"x2" tubing mounted flush to the body. Sunroofs must be covered with sheet metal. No holes are allowed in the hood and the hood should cover the entire engine compartment. Holes in the firewall and floor should be covered with metal in order to seal off the driver from hot fluids or parts. Floor pans and firewalls should remain intact between the front strut towers and rear strut towers. Firewalls and floor pans may be patched with steel for repairs only. Gutting of the body is allowed, but cars should maintain the reasonable appearance of a stock car. Driver and front passenger door window openings along with rear and front window openings must remain open and uncovered. Front windshield visors no more than 12" are allowed. Rear door and/or small rear side windows can be closed or covered. No fins, wings, or lips are allowed anywhere on the body. Properly constructed and mounted spoilers that run from side to side on the rear of the car are allowed, maximum 4" from the deck to the top of the spoiler and no wider than the car body. Interior decking made of sheet metal will be allowed, must be mounted no higher than the door window opening and not create any lips or airfoils. Sheet metal roofs must NOT be flat and should be made to closely resemble the factory roof shape. Roof pillars must also closely resemble the factory shape and lines. Sheet metal may be used to replace oem body panels if constructed in a way to look as close to stock appearing as possible. Truck/Deck Lids may be removed.

3: ROLL CAGES: Must have a fully-welded, quality built MINIMUM 4-point roll cage inside the car with minimum of 0.95" thick tubing. Minimum 3 driver door bars and 2 passenger side door bars. No part of the driver's helmet may extend above the lower level of the roll cage halo. Roll cage may extend forward behind bumpers. Bumpers must be covered in some way with no exposed sharp corners. Repairs in front of front

strut towers and behind rear strut towers must use frame-like tubing. No other frame-like tubing may be added to the chassis.

4: FRAME: All cars will be unibody, bracing will be allowed for safety.

5: COCKPIT & SEAT: No driver adjustable devices will be allowed for any reason. Factory manufactured racing seats mounted per the manufacturer's recommendations are required. Full containment seats are highly recommended and may be required by some tracks in order to compete. Mirrors are allowed within the confines of the body.

6: STEERING: All components must be stock oem and unaltered.

7: SUSPENSION: Must have stock type front and rear suspensions as designed from the factory. Slotting of factory mounting holes allowed. Aftermarket non-adjustable suspension components will be allowed. Any adjustable OEM components must be welded to render them non-adjustable. Stock type aftermarket suspension bushings are allowed. Suspension limiter chain or tether is allowed as a solid piece. No weight jacks or weight jack cups of any kind will be allowed.

8: SHOCKS & SPRINGS: No racing springs, shocks, or struts allowed. Springs may be heated, clamped, and/or use spring rubbers. Springs may be swapped from other models but within 2" of factory installed height. Stock type standard, non-adjustable, non-rebuildable shocks / struts required. No aftermarket bump stops. No stacking of OEM bump stops. Any grinding or removing of part numbers on shocks or springs will result in disqualification.

9: ELECTRICAL SYSTEM: Computer/ECM may be chipped or tuned. A standalone ECU and aftermarket harness are allowed. Ignition coils must remain OEM however coil-on-plug kits are allowed. RaceCeivers are mandatory at all times on track. No two-way radios of any kind or driver communication devices allowed other than the RaceCeiver. CELL PHONES, LAPTOPS, and TABLETS of any kind are strictly PROHIBITED. DATA LOGGING is strictly PROHIBITED. Batteries must be securely attached inside the engine compartment or may be relocated inside a securely mounted box with positive fasteners and hardware.

10: FUEL SYSTEM: Any racing fuel or pump gas allowed. Nitrous oxide or nitro methane will be strictly prohibited. Stock-type fuel injection or stock manufactured carburetor only. Maximum 0.800" throttle body spacer may be used. OEM or Stock-type aftermarket throttle bodies are allowed. No Holley, Weber or other racing carburetors allowed. Carbureted cars must be stock for engine. Cold air intakes and aftermarket air

box tubes are allowed. Racing fuel cells are Required. A firewall separating the fuel cell from the driver is REQUIRED. An approved racing fuel cell must be commercially produced with a plastic or rubber bladder as well as an outer metal enclosure and mounted properly as per the manufacturers recommendations. A ball-type, flapper, spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.

11: TIRES & WHEELS: Maximum 7" wide stock or aftermarket racing wheels allowed. Street legal DOT tires required. No competition tires, mud grip lug tires, racing tires, or racing recapped tires allowed. Directional tires and inner tubes are allowed. Tires can be mixed and matched for stagger on all 4 corners.

12: BRAKING SYSTEM: Stock type master cylinders required. No bias adjusters or shut-off valves. Brakes must remain stock type and operational on the left front, right front, and right rear wheels, right rear may be removed for bracing of the hub. Aftermarket pads and rotors are allowed.

13: DRIVE SHAFT: Aftermarket CV Shafts are allowed.

14: TRANSMISSION: No all-wheel drive cars allowed.

15: REAR-END: N/A

16: ENGINE: Four Cylinder production engines only, must match the brand of car and be stock appearing. Engine swaps are allowed when using the same manufacturer of the body. No turbo charged, supercharged or rotary engines allowed. Porting and polishing are allowed. Aftermarket radiators allowed, mounts should be braced for support. Aftermarket performance headers are allowed. Exhaust running through the cockpit should be fully shielded from the driver with metal - Exhaust pipes must not extend out of any body surface more than 1" and pipe must be blunt and free of sharp edges. MUFFLERS are REQUIRED.

17: WEIGHT: All cars must weigh a minimum of 2,200 pounds with car and driver after the race. Ballast may not be mounted in the cockpit, outside of the body, or on any rotating or suspension parts. Must be securely mounted to the roll cage and/or frame, painted white and clearly marked with the car number. Must be attached with at least two 0.5" bolts with a maximum of 100 pounds per mounting. Any weight 25 pounds or less may be mounted with one 0.5" bolt.