

Dear Jr. Hornet Racers and Parents:

Welcome to Port Angeles Speedway. The Jr. Hornet Class is a beginning class, which will only have youth racing; no adults will be in this class. When you reach the age of eighteen (18) you will have to move on to the adult Hornet Class or other class that might be of interest to you.

This is an entry level and inexpensive class but safety is essential. Below are listed a few items that you must be aware of.

- A. The age group for the Jr. Hornet Class is 14-17 years of age, no exceptions.
- B. Safety is of the utmost importance; your Hornet will be checked by track Tech official(s). If the Tech official(s) find that safety item(s) are not meet, you will need to correct any and all issues before your Hornet can go on the track. Additionally it is up to the parents and the Jr. Hornet Driver to make sure all safety items are kept in proper condition at all times.
- C. There will be a mandatory instructional class held during the racing season. Call the track to get times.
- D. This is not a bump to pass class! Incidents do happen; you will be black flagged if the official(s) see rough driving.
- E. An adult – Parent/guardian or “handler” (an adult, twenty-one (21) and older, who will be registered as a handler for the youth with parent/guardian written and notarized permission) must be with the Jr. Hornet driver in the pit area during their race night.
- F. Any youth who is along to assist in the pit area and not racing must follow insurance rules regarding release forms and have a minor release form properly signed and on file prior to entering any restricted area.

For insurance purposes we have several pretty strict rules. Following this introduction letter, are the Jr. Hornet rules. A minor release form must be obtained from Port Angeles Speedway (contact numbers are listed on the web site www.portangelesspeedway.com or www.paspeedway.com to have a release form sent to you). This form must be signed by **both** parents and notarized. It is understood that sometimes this can be a difficult task and also realize it can take time to obtain signatures. Once the minor release form is on file with Port Angeles Speedway, the minor and his/her parent/guardian or “handler” must sign in each time the youth is to race but you will not need two (2) signatures on a weekly basis.

If you have questions regarding construction, insurance or comments, please contact us at the numbers listed on our web site www.portangelesspeedway.com or www.paspeedway.com . This should be a good time for all involved. In order for this to happen we all need to work together now and in the future. Please keep in mind safety and fun.

Thank you,

Port Angeles Speedway

2010 PORT ANGELES SPEEDWAY Jr. HORNET DISCLAIMER

RULE BOOK DISCLAIMER

The Rules and/or Regulations set forth herein are designed to provide for the orderly conduct of Auto Racing Events and to establish minimum acceptance for such Auto Racing Events.

These rules shall govern the condition of all Events and by participating in these Events, all Participants are deemed to have Complied with these Rules.

NO EXPRESS, OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM

PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

It is the responsibility of the driver of the car and their parents to see that his/her car completely satisfies the rules, including but not limited to all safety rules. The driver of each car and their parents represents to the owner, promoter and all others that his/her car has satisfied all applicable rules, including but not limited to safety rules, whenever such driver participates in a warm-up, practice, or competitive laps.

THESE RULES AND/OR REGULATIONS ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH OF A PARTICIPANT, SPECTATOR, OFFICIAL OR OTHERS.

The Port Angeles Speedway Officials shall be Empowered to permit minor Deviation from any of the Specifications or Rules herein, or impose any further Restrictions that, in there opinion, do Not alter the minimum acceptable Requirements.

NO EXPRESS, OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF THESE SPECIFICATIONS OR RULES.

Any Interpretation of or Deviation from, these Specifications or Rules is left to the Discretion of the Officials. Their Decision is Final.

It is the responsibility of the driver of the car and their parents to see that his/her car completely satisfies the rules, including but not limited to all safety rules. The driver of each car and their parents represents to the owner, promoter and all others that his/her car has satisfied all applicable rules, including but not limited to safety rules, whenever such driver participates in a warm-up, practice, or competitive laps.

No change from stock production automobile or component parts except as listed in these rules. NO EXCEPTIONS, IF IT DOESN'T SAY YOU CAN, YOU CAN'T. Equipment that the officials consider exotic or not the intent of the rules will be considered illegal and will be confiscated.

GENERAL INFORMATION:

An Adult, 21 or older must accompany the Youth during race night. Have a minor release form on file, signed by both parents and notarized.

The Driver of each car and their Parents represents to the Owner, Promoter and all others, that his/her car has satisfied all applicable rules, including but not limited to safety rules, whenever such Driver participates in any warm-up, practice, or competitive laps.

The Driver of each car and their Parents are also completely responsible for **all** actions of Crew Members, Sponsors, or all else signed under their number.

If you have any complaints, disputes, problems, or questions, only the Driver and Crew Chief, Driver and Car Owner, or Driver and one representative from your team may approach an Official, in a civil manner, to resolve the situation. Any other Crew Members doing so could be placed on probation, fined, or suspended.

Although the Jr. Hornet class is designed to be an entry-level class, competitors are reminded they are racing before the paying public the same as the other classes.

All participants are expected to take pride in being part of Port Angeles Speedway's Weekly program. Auto racing entertainment is what we have to offer and we will not tolerate the lack of professional attitude, conduct or appearance of car, Driver, Crew or others involved.

This is a **STOCK CLASS** of car and all parts or components deemed by the Technical Official(s) to be non-stock will be prohibited. Use of prohibited parts may result in fine, loss of that night's points and/or disqualification to the Driver and/or Owner.

Any prohibited or illegal part found would become the property of Port Angeles Speedway. The Port Angeles Speedway officials will determine what is to become of the prohibited or illegal part once the entire race season has been completed.

All construction rules will be decided by Port Angeles Speedway Technical Officials. Their decision will be final on all construction rules. Burden of proof on any concern will be the responsibility of the Driver and Car Owner.

These rules are a guideline. Contact the Port Angeles Speedway Technical Official(s) for final approval of your racecar.

The Port Angeles Speedway Jr. Hornet division is designed to promote greater interest in stockcar competition, and to enable those with moderate means to participate in the 2010 Port Angeles Speedway season.

Port Angeles Speedway 2010 Jr. Hornet Rules

DEFINITION

The word stock will mean unaltered as originally factory produced and installed for make and model. All cars will be stock unless otherwise specified in these rules. Stock will mean unaltered as originally factory produced and installed for the make and model of the chassis when chassis items are in question and vice versa when body items are in question.

1. CAR SPECIFICATIONS:

Any 3 or 4-cylinder car with a maximum wheelbase of 104" and a complete stock body, interior metal, frame and suspension.

NO bracing anywhere except inside the drivers compartment.

NO lowering or alteration of stock factory suspension. NO altering of frame or suspension to gain suspension travel and or gain camber adjustment. Example – notching and/or cutting not allowed. Maximum 1" camber.

All glass (except front windshield) must be removed prior to arrival to the track. No mirrors.

2. ROLL BARS:

2.1 Minimum 4 point roll cage is mandatory.

2.2 The roll cage must be mounted to the frame/floorboards. Roll cage must have main hoop, roof hoop, two (2) A-post bars, dash and main hoop spreader bars and main hoop diagonal bar. Dash bar must be over steering column. Not to exceed 7 points.

Main bars must be a minimum 1 ½" black pipe, 2" O.D. maximum, with a minimum 1/8" wall thickness (schedule 40 recommended), or minimum 1 ¾" O.D. x .095 round ERW or DOM roll bar tubing or **a manufactured roll cage kits with 1 ¾" x .095 round ERW or DOM round tubing is recommended.** Must be welded or securely bolted to the frame/floorboard (see UNIBODY). Braced (Rear Kickers) not less than half the height of the main bar back to the frame at a point past the fuel cell but no closer than 10" to the rear bumper. At least one diagonal brace in the main bar. No exhaust tubing or galvanized pipe allowed.

UNIBODY-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. If bolted, a minimum of four (4) 3/8" minimum bolts per mounting or cage may be directly integrated into the sub frame at all main points with full circumference welds. No exhaust tubing or galvanized pipe allowed.

2.3 Gussets are required on all 90-degree joints.

2.4 Minimum three door bars on the driver's side and two on the right (passenger) side, parallel to ground and perpendicular to driver. Door bars must radius out to 1" of the outer door skin. Door bars must have a minimum of three spacers evenly spaced and welded in place. No exhaust tubing or galvanized pipe allowed. 1/8" steel plate is highly recommended covering the entire outside area of driver's door bars.

2.5 Side diagonal bar from top roll bar above driver's seat to lower post at the rear base of the passenger door.

2.6 Drivers area roll bars must be padded.

3. DOOR AND DOOR REINFORCEMENT:

Drivers door must be welded or chained shut.

Passenger door must be welded or chained shut.

Exterior nerf bars optional. Nerfing not to extend more than 1 ½" past the body skin at any time, ends must be capped or welded shut. Nerfing allowed on both sides, between front and rear tires only. 1" O.D. round or maximum 1" X 1" square tubing is the only approved material for exterior Nerfing. **This is not a replacement for door bars that are part of the roll cage.**

4. INTERIOR:

Dashboard, Steering, and Pedals must remain completely stock for make and model of car.

Interior must remain stock except for removal of all Burnable Materials such as carpet, door panels, headliner, back seat, etc.

Car horns can remain intact and recommended to be in working condition.

No two way radio communications between driver and or pits/grandstands.

5. ENGINE COMPARTMENT:

Stock carburetor or fuel injection for that make and model.

Transmission for that make and model.

All insulation under hood must be removed.

6. **EXHAUST:**

Stock Exhaust system for that make and model. MUFFLERS MANDATORY may be aftermarket. 95 db @ 100 ft.

7. **BATTERY:**

Battery must be securely fastened and remain under hood or stock area.

8. **TIRE AND WHEELS:**

Approved DOT 60 series or bigger passenger tires only. [Amended 2-1-10](#). No low profile type tires. No Retread tires. Wheels must be factory OEM stock production aluminum or steel allowed.. [Front wheel drive cars must use front wheel drive wheels. NO rear wheel drive wheels are allowed on front wheel drive cars to increase off set. Amended 2-1-10](#) Can run 1” spacer on right side of car but must be Tech approved.

9. **REAR END:**

Stock unaltered rear end for that make and model.

10. **FUEL SYSTEM:**

If stock gas tank is ahead of rear axle it may remain in place.

If stock gas tank is behind rear axle, it must be replaced with a securely fastened and covered fuel cell / boat tank (max 8 gal) in trunk. Sealed metal firewall between driver and fuel tank.

11. **LIGHTS:**

Third brake light **MUST** remain intact and in **WORKING** condition. **MUST** have working third brake light. OEM running rear brakes lights optional but does not replace a working third brake light.

12. **DRIVE LINE:**

Drive line must have loop or chains.

13. **PERSONAL PROTECTION:**

All Drivers **MUST** wear a full face helmet that is Snell SA2000 approved or newer.

The **DRIVER MUST WEAR**, Adequate eye protection at all times when racing.

All drivers must wear a minimum single layer Proban or Nomex driving suit. Nomex long underwear, foot and head sock, gloves, shoes and neck collars required.

All vehicles **MUST** have a 2.50 lb (minimum) ABC fire extinguisher mounted securely in drivers reach. Must be quick release bracket.

It is mandatory that each participant must keep a fully charged second fire extinguisher in his/her pit area at all times. The extinguisher will be a minimum 2 ½ lb or larger Class B fire extinguisher, showing current inspection certificate and a visible operating pressure gauge.

Aluminum double wrap around high back racing seat required.

Plastic or fiberglass seats are not permitted.

Seat belts 5-point harness Mandatory.

WINDOW NET on driver's side required.

14. **BODY AND PAINT:**

Cars must be painted bright yellow with a minimum of two black or red stripes, 3" in width (like a bee).

Car numbers on doors MUST be at least 20" tall in a EASY TO SEE color.

Roof numbers must be at least 36" in height.

A 4" number in upper right corner of windshield.

No metallic or reflective numbers are allowed.

15. **TRANSPONDERS**

Transponders are mandatory

must be located 18" maximum in front of the centerline of the front spindle with the wheels facing straight ahead and measured at a 90 degree on the right side of the car inside of the frame horn and be accessible. If you are unsure ask a Port Angeles Speedway Tech Official

16. **CLAIM RULE:**

\$500 Management claim in effect at all times. Claim does not include fuel cell, or race seat. All else remains with the car.

Refusing a claim; owner and driver will not be allowed to compete in the hornet division for a period of races to be determined by the officials.

17. **FORMAT:**

Line-ups are at the discretion of Track Officials.

18. **POINTS:**

Owner Points will remain with car owner who paid for their number. Car number remains with the member who paid for the membership and does not follow the claim.

Driver points follow the Driver.

19. **If not a good sport don't enter.**

20. All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver and their parents to prepare their car free from defects and in a safe racing condition.

21. **NO PROTEST. PORT ANGELES SPEEDWAY OFFICIAL(S) DECISION IS FINAL.**

22. **REGISTRATION**

Registration is mandatory to participate in all events.

23. Moving up from Jr Hornets: Youth in the Jr Hornets will have the option at age sixteen (16) to race Hobby Stocks, Street Stocks or other division for two (2) races in deciding to move up to that division. If the youth decides to go back to the Jr Hornets, that is where they will stay for the season. If the Youth decides to move up and competes in a third (3rd) event they can not go back to the Jr Hornets.

ONE-WAY RADIOS

One-way radios (scanners/ race scan). May be in the future.

PORT ANGELES SPEEDWAY MAY MODIFY ANY OF THE RULES STATED HEREIN FOR THE BEST INTEREST OF SAFETY AND THE SPORT OF COMPETITION.

Note: The above Rules are for construction.