

SANDIA SPEEDWAY

2017 CRUISER/HORNET DIVISION RULES

The Cruiser/Hornet Division is meant to be a fun, affordable & safe entry level racing class.

These rules are designed to encourage a safe, competitive class while keeping a limit on spending. In no way will the rules be interpreted to allow a car that is technically superior to dominate the class or to be constructed in an unsafe fashion that poses a danger to the operator or other competitors. Any driver found outside the parameters or spirit of these rules will be sternly dealt with and faces fines, disqualifications and possible disbarment.

Interpretation of any or all of the rules is at the sole discretion of Sandia Speedway and its tech personnel. Let's keep it in the spirit of what these rules are designed for. Thank you in advance for your cooperation!

The word "STOCK" means: unaltered and as originally produced; including after-market replacement parts.

DRIVERS: The minimum age for a driver is fourteen (14), unless approved by two of the following three: race director, tech inspector or promoter. All required documents, including minor waiver, must also be completed. **Passengers**, if applicable, must be minimum age of 18, with properly signed documents.

VEHICLES

- Domestic full-size two wheel drive passenger cars only, to include station wagons, El Caminos and Rancheros. NO pickup trucks, vans, jeeps, sports utility or convertibles.
- Any American or foreign made compact car, with a maximum of four cylinders, is eligible. No turbo, superchargers, or rotary engines will be allowed to compete. The major mechanical components of the vehicle are to remain OEM.
- All glass, lights, chrome trim, mirrors, and plastic must be removed from the interior and exterior.
- All combustible interior to be removed, with the exception of seats. Professional, aluminum racing seat(s) recommended.
- Rear end gears are to be no deeper than 350 to 1.
- Front and rear factory stock bumpers are mandatory. Bumpers must be safety chained to the chassis.
- Stock Steel unaltered floor pan, firewalls, trunk, and rear wheel wells must be retained. Front wheel wells may be removed.
- No trimming of manufacturer's structural body metal allowed, except for roll cage fit.
- OEM body panels only. No reinforcement of any kind will be allowed.
- All doors will be welded, bolted or chained shut.
- Vehicle must start under its own power and have both forward and reverse motion, as well as adequate four-wheel braking ability. OEM front disk brake upgrade is permitted.
- Normally aspirated engines using carburetor or factory fuel injection only.
- The following 3 carburetors may be used: Edelbrock, Quadrajet and Holley number 4412. Carburetor adaptor can be no thicker than ½ inch.
- All power train items to be factory stock for the particular model (Chevy to Chevy, etc.)
- Carburetor to oil pan, water pump to rear differential cover will remain stock in nature, Cam limit is set at 4.50 lift. No split duration.
- Compression cannot be more than 9-1.

- Brakes and suspension will remain factory issue. No adjustable or racing suspension. Modifications are not allowed (ie. Spring spacer, axle tie down, weight jacks, etc.) Spring rate must be the same left to right as per factory specs. (coil and leaf)
- Street tires or Take-offs – no grooving – with a maximum tread contact width of 8 inches.
- A/C, heaters and smog devices may be removed.
- Must have stock exhaust manifold(s).
- Intake manifolds must remain OEM.
- Muffler(s) must be 12" past driver's seat and soundly attached.
- Factory stock fuel tanks in stock location or fuel cells, inspected and approved by tech only.

ROLL CAGE:

- A six (6) point cage roll bar is required. For safety, it is highly recommended to use a full roll cage. Minimum 1 ½ inch, .095 wall thickness, steel tube/pipe.
- Door bars (front kickers) must be at shoulder height and extend to floor board at foot area.
- Roll bar should be welded to frame when possible. If welded to a floor pan, a 3" x 3 1/8" steel plate is required at all junctions, plus a 3" x 3 1/8" backing plate is required.
- You may choose which style of roll cage you want to use, as long as it is built to specs.

SAFETY:

The following equipment and safety specifications are the minimum requirements to participate in the Cruiser/Hornet division. Any additional safety equipment is strongly encouraged.

- Driver/passenger will have current Snell approved helmets with eye protection. We recommend SA 2005 or better.
- SFI approved fire suit: one layer is required; two layer is recommended.
- Fire retardant neck brace, gloves, shoes and socks are strongly recommended.
- Window net on driver's side is required, with latch at top of front window. If a passenger seat is available, passenger side must also have window net.
- Five point safety belts required. Belts and harnesses must be 3" wide.
- Recommended: Driver's side door specs: 3 horizontal bars, from upright to rear upright of cage. Ladder bracing and gussets required on all door bars. 1/16" steel plating on drivers side HIGHLY RECOMMENDED. If a passenger seat is installed, passenger side door recommended to have the same 3-bar configuration.
- Passenger must be provided with a "hang on" bar. This may be mounted from the dash, floorboard or door bars, and must be accessible to passenger while belted in. Location cannot impede entry or exit of passenger from the car, and cannot pose a risk to the passenger, in the event of an accident.
- Factory stock seats are required, at a minimum, but we recommend that professional, aluminum racing seat(s) be installed, bolted to the floor pan.
- Battery must be soundly secured.
- No fuel lines allowed in driver's compartment.
- Steel wheels only.