

2026 WISSOTA HORNET RULES

**NOTICE: PLEASE NOTE THAT THIS CLASS IS ALSO REQUIRED TO COMPLY
WITH ALL WISSOTA RULES SET FORTH IN FRONT OF THIS RULE BOOK.**

SECTION 1.....	GENERAL RULES
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This class is for "stock" street cars only. Suspension, engine and drive train must remain stock OEM for make, model and year of car being used. Any and all areas not covered in these rules will be left to the discretion of the track officials; if in doubt, ask a tech official. Officials will uphold the intent of the rules. WISSOTA's tech committee has the right to make rule changes at any time and their decision is final.

There are restrictions on Hornet licenses. Please refer to general rules in the front of the rule book for all details.

Amendments and updates may be made to any of these rules at any time when deemed necessary to maintain competitive balance among cars in this class.

1) DRIVERS

All drivers must have a WISSOTA Hornet license. Minimum age may be different at different tracks; check with all tracks you plan to race. All drivers under the age of 18 must have a signed and notarized minor release requiring a parent or guardian signature; also, a copy of a certified birth certificate is required for licensing.

2) SAFETY

- A. All cars will be checked for safety. You will not be allowed to run if your car is deemed unsafe.
- B. 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.
- C. **The repair manual is no longer required to have in 2026.**
- D. 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 **and one horizontal bar between intrusion bar and back hoop.**

3) CAR/CHASSIS/BODY

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. 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. All glass, trim, mirrors, lights etc. must be removed. Interior of car must have all

flammable parts removed. Dash may be removed; if removed, dash may be tinned in. 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. 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 OEM molded front and rear bumper cover for car being used. Tech inspector(s) will decide if they are safe/legal. Bumpers must have safety chain/cable holding them on car. Sunroofs must be covered with steel. Car interior must remain open. No chopping, channeling, bracing or shortening of frame or body allowed. Rear side window enclosures are allowed. **You may repair bottom of door and fenders with steel sheeting.**

- 4) WEIGHT:** No extra weight of any kind allowed any place in or on the car.
- 5) ENGINES & ELECTRONICS:** 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 and electronic components must be unaltered OEM for the make, model and year of the car being used. Must have stock wiring harness. Plugs not used can be cut off **and any extra wire not needed for the plug.** Tuning of the ECM is allowed. The computer must be in plain sight so it can be inspected at any time. 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. There is a stock compression rule on all engines. Safety fuel rail is allowed. Highly recommended - Cobalt cars 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. All WISSOTA technical and conduct rules will be enforced.
Radiator: Must be mounted in front of engine in all classes. Electric fans are not allowed in any class except for Mod Fours and Hornets.
- 6) BATTERY:** One 12 volt battery only. Voltage converters of any kind are not allowed. 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. Battery must have positive terminal covered.
- 7) IGNITION:** Stock OEM ignition only. No performance ignition parts.
- 8) BRAKES :**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. Steel brake lines only. ABS brakes must be disabled.
- 9) EXHAUST:** Must be completely stock to car being used. Two inch (2"0 exhaust size for all years, models and makes. Must have factory manufactured muffler of some kind. No side or out-of-body side exhaust allowed. Exhaust pipe with muffler and 90 degree turn down with exhaust hanger by muffler stopping 12 to 18 inches away from gas tank. Gas tank under car still has to have shield plate under it. Exhaust can be run like stock also. Catalytic converter can be removed.
- 10) STEERING:** 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. Power steering and the alternator **are not required to work.** The AC compressor and all parts for it can be taken out. We allow gutting the dash so you would have to take that out anyway.

11) TRANSMISSION: Must be stock with no modifications allowed. Must be fully functional in all gears at all times. Automatic or manual transmission allowed. Must be stock OEM for year, make and model for car being used. Manual transmissions must have 1" inspection hole in bell housing near the top for easy inspection of the clutch and flywheel, etc. No cars that came with stock limited slip transmission allowed. No aftermarket limited slip transmission allowed. Transmissions found with wrong gears in them will be a SPEED infraction as stated in the rule book with all the penalties going with it.

12) SUSPENSION: 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. Springs must be same diameter top to bottom. No progressive or welded springs are allowed. No springs rubbers are allowed.** **Spring wire diameter and coil spread must remain consistent from one end to the other** and strut shaft must be same size.

13) FUEL TANK & 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" must 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.
- C. Fuel pressure regulator is allowed in all classes

14) TIRES & WHEELS: **Stock DOT passenger tires and OEM wheels only.** Front and rear tires can be different sizes but the tires must match side to side. **Aluminum or steel wheels must be same offset side to side** but can be different front to back (for example, aluminum on front and steel on rear). All numbers allowed. No mud or snow tires allowed (those designed specifically for mud or snow have a snowflake or mountain on their side and are not allowed). Tires that have "M&S" on them are okay to run. No bias ply tires allowed. No manufactured valve stem protectors allowed. No mud plugs are allowed. Maximum 60 series tires only (55 series or wider are not allowed. Maximum 6.25" tread face. One inch lug nuts are required on steel wheels. No wheel weights are allowed. No grinding, grooving or siping of tires allowed. No over aggressive tread will be allowed (if you are unsure ask tech official).

15) SAFETY Hornet class safety rules shown below supersede the safety rules described in front of this rule book

You must follow all other safety rules listed in the front of this rule book. 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). Driver's side window net is required and must be securely mounted to the roll cage with latch at the top. Seat and belts must be mounted to 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. **Must be mounted on plates not square tubing and welded 100% on every joint.**

to the rear of the car. Rear bars must not extend past the strut towers. The cage must come up around the driver, forming a rectangle on the roof. A cross bar must be welded in the center of the roof bars. Driver's door must have a minimum of three bars with vertical bracing between them **and the bottom vertical bar must be welded to the body or a frame system**. Passenger side door must have a minimum of two bars. Driver's head must remain below the bottom of the roof bars when seated. Racing seat and seat belts must be mounted to the roll bar system. Racing seat is required and must be mounted with a minimum of four 3/8" bolts. You must add a steel tubing system to the cage that the seat and belts can mount to. The seat has to be mounted on the bottom and at the back rest to the cage. Shoulder belts must be mounted about 2" below shoulder level behind the seat in the center of the seat. You can have one bar running between front strut towers and one between rear strut towers to reinforce them from side to side, but that cannot be attached to roll bar system. A steel door plate required, 1/8" thick by 8"-12" wide, and mounted from front wheel well to back wheel well, welded or bolted on fenders and door or you may have a door plate 1/8" welded or bolted to outside of door bars from top bar to bottom and front to back

16) CLAIMING (These Hornet Claim Rules Supersede Other class Claim Rules)

- A. Race Cars Subject To Being Claimed - Race cars finishing in positions one through 5 in the feature, whether running or not, and regardless of whether otherwise disqualified, which have drivers who possess either a full or temporary WISSOTA license for the class.
- B. Race Car Eligible To Claim - Race cars finishing in positions 6-12 in the feature which:
 - 1. Finish on the same lap as the 5th place car in the feature.
 - 2. Are running at the end of the feature and whose engine must be running in the claim area.
 - 3. Have drivers who possess a full WISSOTA license in that class.
 - 4. Are appearing at that track as a driver for the second or later time that season.
 - 5. Are otherwise legal under WISSOTA rules.
- C. Race Cars Not Eligible To Claim:
 - 1. Those with drivers possessing only a temporary license.
 - 2. Those appearing at that track as a driver for the first time that season.
 - 3. Those not legal under WISSOTA rules.
 - 4. Anyone owning more than 1 race car in a class at a race track, if 1 of their cars finishes in positions 1 through 5 in the feature race.
- D. Procedure - Complete car can be claimed for \$2500 or claimed driver may choose to accept \$1,000 and exchange cars. Safety belts, seat, fuel cell and car number stay with driver being claimed. No person is allowed to claim an individual car more than once during the season. Any driver that refuses a claim will not be allowed to claim another car for a period of not less than one year from the date of the refusal. Only the top five finishers may be claimed. Only 6th through 12th place finishers on the same lap as the 5th place finisher can claim. Only a driver can claim a car. Driver must get out of car, go to the tech official and declare his/her intent to claim and give the required amount of cash to the tech official immediately.
- E. Penalties or Sanctions Related To Claims - Any driver who refuses a claim will not be permitted to make a claim for a period of one year after his/her reinstatement date. Any driver who refuses a claim and is subject to a suspension will not be allowed to participate in another WISSOTA class until such time any and all fines are paid and the time of the suspension rendered has been completed.

1. Withdrawal of claim - If a driver expresses an intent to claim, and tenders the required cash amount and his/her driver's license, and then the driver changes his/her mind and withdraws the claim, then the driver will forfeit all money and awards for the event and shall also lose all points earned to date (both track and national points).
2. Refusal of claim - A driver who refuses a claim shall be subject to the following penalties, plus driver will be subject to a one-year probation period. A second claim refusal or a car rule violation during probation will result in a one-year suspension.
 - 2.1 First refusal - Upon first refusal to sell, driver forfeits all cash and all contingency winnings for the event, and any trophies earned in the feature, plus loss of all points earned to date (both national and track points). The driver shall be fined \$1,000 and suspended for 30 days from all classes.
 - 2.2 Second refusal - Upon the second refusal, driver forfeits all cash and contingency winnings for the event, any trophies earned in the event, loss of all points earned to date (both national and track). In addition, driver shall be fined \$2,500 and suspended for one calendar year from the date of the infraction for all classes.
 - 2.3 Third refusal - Upon the third refusal, driver forfeits all cash and all contingency winnings for the event, any trophies earned in the event, loss of all points earned to date (both national and track), and the driver shall be banned for life from participating in that class. Driver will not be allowed to race in any other WISSOTA class for a period of one year after the third refusal date.
3. Claiming Area - Any driver/race car subject to being claimed that avoids going immediately to the claiming area shall be considered to have refused a claim and shall be subject to the penalties for refusal of a claim as outlined above.

17) OTHER

Exhaust System: Exhaust systems must be mounted in such a way as to direct spent gases away from the cockpit area of the vehicle and away from the areas of possible fuel spill. Car number must be present on the last piece of the exhaust. WISSOTA recommends that all pieces of exhaust be welded all the way around. Exhaust must be sealed off with metal, not exhaust wrap, from driver compartment, including footwell areas, in all classes.

Exhaust Noise Suppression: All cars must use a manufactured muffler on the exhaust system. The mufflers must be manufactured by a company that is established as a manufacturer of noise suppression equipment (mufflers). A turn down is not considered a muffler, nor is any tube added to the end of the header merely to change the direction of the exhaust and sound emitted. This rule does not allow a muffler that is built by a chassis builder, engine builder or your local fabrication shop, or any non-recognized manufacturer of mufflers. Mufflers must meet all manufacturer specifications and cannot be altered in any way.

Mirrors and Radio: No mirrors are allowed in car at any time. The only radio or communication device allowed in any race car is a single RACEceiver unit which allows track officials to communicate with drivers. Two way communication devices in or attached to the race car or driver will not be permitted. (Cellular, satellite, wi-fi, GPS tracking devices. Cell phones & smart watches or any kind of antennas.)

Brakes: All cars must have brakes on all four (4) wheels. Cars must be able to lock up all brakes for inspection.

Traction Control Devices: Electro-mechanical, computer-controlled, or electronic traction control devices of any type or kind are not allowed in any WISSOTA class. Penalty is a five thousand (\$5000.00) fine, a one (1) year suspension, and loss of all points (both track and national). Parts are confiscated and sent for testing. Driver can continue racing until test results are received by WISSOTA.

Adjustable Timing Controls: Adjustable timing controls are not permitted within driver's reach.

Retarded or ignition delays are not permitted within driver's reach. RPM limiters are not permitted within driver's reach. Distributors must be mounted in original mounting positions for the make and model of engine in use. If your car is equipped with a switching device that controls ignition trigger input to the ignition box, ONLY one input circuit can be used in competition. Any other circuitry must be unhooked and not connected to any switches.

In-Car Cameras/Lights: Video cameras and/or recording devices are not allowed. Anywhere on any race car, in any class, other than in the cockpit above the interior deck tin. No lights, LED lights, or any other illuminating devices allowed to be turned on under or outside any race car while racing.

Louvers: or holes on the deck and on the back of the car or sides of the car are considered ground effects, and ground effects are not allowed. You can have louvers, holes, or two (2) inch high scoop over oil cooler or tranny cooler. Louvers, holes, or scoop cannot be any bigger than the coolers. No ground effects on the back of the roof except where stated by rules. You may use a maximum four bolts fastening the back of the roof.

Exotic Materials: No exotic materials of any kind, including tungsten, are allowed on any race car unless a rule specifically allows that material. A carbon fiber air cleaner housing is allowed

Electronic Components: No electronic components are allowed in or on a race car or driver except those specifically allowed by WISSOTA and/or track. No computerized dash instrumentation allowed. All electronic gauges—analog, digital, or dash modules—are allowed. The tachometer may have only one input from its sensor. No outputs of any kind are permitted. RACEceiver, transponder, GoPro camera or other similar recording devices are allowed when mounted as per WISSOTA rules.

Shocks: No electronically adjustable shocks are allowed.

Timing Control: No programmable timing control in ignition control/ignition box. WISSOTA and/or official from any WISSOTA track may confiscate and send to manufacturer any ignition/controller to make sure it has not been altered and complies with class rules. No ignition retarder other than starting retard.

All classes: no part of component on the race car can be controlled or adjusted by Bluetooth or any other wireless communication method or device. Drivers cannot have cell phone or watch in car.

Tire & Wheel Monitors: No tire air pressure monitors, tire temperature monitors, wheel spin monitors, or any other device that monitors tire or wheel performance or characteristics may be mounted to any part of the race car, wheels or tires, including the valve stem. No air bleeder valves of any kind are permitted on any wheels.

Gas Lines: in cockpit/driver's compartment must be made of steel

Halo Height : Top of helmet must be below the top of the halo with driver buckled in the seat. The intrusion/halo bar 1-1/4" minimum material diameter with wall thickness of (13ga) .095". It fastens to the halo at or in front of seat headrest. Out and down to top door bar or angle back to the top door bar or B bar that goes up to the halo. One horizontal bar from extra bar to B bar - does not have to be 1-1/4". This is Mandatory