



PENTICTON SPEEDWAY HORNET RULES

*Please note that some special race events may have a modified rule package. These events may include events like Western Rattler 300, Harvest 200 & Feedway 500. For regular season racing the following rules will apply.

2024

The goal for the 2024 season is to continue to build the class and bring it back to a true entry-level class with a focus on affordability. The emphasis is on keeping this class of cars inexpensive to build and run throughout the season while providing a high standard of safety

2024 ushers in the return of 4 DOT tires. This change is done in an effort to decrease costs to racers. The intent is that this will make it easier for everyone to secure tire sponsorships from local vendors. Or find deals on suitable used tires.

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Non-highlighted = preexisting rules from 2023

Yellow Highlighted = Revised or new for 2024

It is the driver/owner's responsibility to ensure his/her vehicle is legal. If there are any questions about the rules, contact the tech director.

Non-conforming cars will not be allowed to compete. Minor variations may be approved at the discretion of tech staff only. We have attempted to build allowances for those cars that have pushed the envelope in the past without forcing sizable expenses.

2024 will see the Hornet class rules strictly enforced to regain close competition throughout the class as well as respond to safety concerns associated with the speeds.

- **Integra/Civic minimum of 2,400lbs with the driver**
- **All other cars minimum of 2,300lbs with the driver.**
- **A class minimum of 16-second lap times during qualifying, heat race, or main. Will be disqualified from the competition and all results and points will be nullified.**
- **Sub-16-second laps during practice will not be penalized.**
- **Maximum 55% left side weight.**

Pentiction Speedway may change the minimum weights at any time in an effort to keep the field competitive.

The final decision of the Track Officials and their interpretation of these rules will be the final ruling. These rules are designed to keep the Hornet class an entry-level class.

1. BODY

- No added bracing
- No sharp edges
- Bodies MUST remain stock in appearance.
- All vehicles require an easily accessible tow hook.
- ALL cars competing for championship points must display class sponsor contingency stickers on both sides of the car. Minimum of 6" off the bottom of the body and 4" back from the front wheel opening. Failure to do so will result in no points being awarded.

2. INTERIOR

- All flammable material must be removed except for the steering wheel and pedal assemblies. These are to remain stock for the year, make, and model of the car.
- Under hood and under trunk flammable material must be removed.
- If equipped with an airbag they must be removed.

3. WINDSHIELD

- A full windshield is required.
- Cars equipped with a gasket style (non-glued) mounting method must have four metal tabs (two top, two bottom) riveted to the body on the outside of the glass.
- Lexan (Polycarbonate) windshields are permitted.
- Lexan windshields must be riveted with minimum 3/16inch wide flange rivets with 6-inch spacing
- Lexan windshields must have a support bar mounted behind the windshield, top to bottom, running with the windshield angle mounted max .25" away from the Lexan sheet. The support bar will be mounted no further right of the driver than the center point of the windshield.

4. FRAME/SUSPENSION

- Stock factory frame, suspension, and mounting hardware.
- OEM style replacement (adjustable allowed) parts only.
- Coil-over springs allowed.
- Adjustable upper control arms allowed.
- Commercially available offset ball joints and bushings are permitted
- Integra/Civic maximum of 2.5deg of Pos/Neg. camber allowed at all wheels.
- No cutting, welding, and or heating and bending of suspension and steering components.
- No gutting of interior sheet metal. ie: inner doors unless running a 6-point cage with door bars.

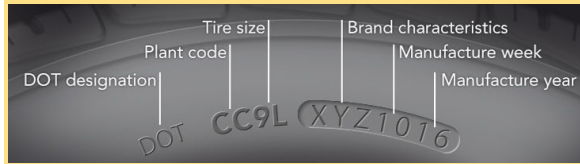
5. PASSENGERS/CO-PILOTS

- Passengers/Co-Pilots are not allowed in the vehicle under any circumstances.

6. WHEELS/TIRES/BRAKES

- Integra/Civic: Maximum width of 205 and minimum aspect ratio of 60 for every wheel diameter.
- All others: Maximum width of 215 and minimum aspect ratio of 60 for every wheel diameter.
- 4 DOT tire with a minimum tread wear of 340.
- Winter/snow tires are not permitted.
- No tire treatments or softeners.
- Tires must be in good condition (not bald) with no weather checking or dry rot.
- DOT Tires must be no older than 8 years. Date code xx16 will be acceptable for the 2024 season.

Tires made after 2000 have a four-digit DOT code. The first two numbers represent the week in which the tire was made. The second two represent the year. A tire with a DOT code of 1116 was made in the 11th week of 2016.



- Wheels must be stock or steel aftermarket matching stock dimensions for your year make and model. No larger than 16".
- 16" wheels are permitted but must be no wider than the largest OEM offering and must maintain the corresponding offset for the diameter you are running.
- No mixing of wheel diameters.
- **Mixing of tire sizes is permitted to allow for stagger.**
- NO wheel spacers or brake cooling plates will be permitted.
- Tires cannot extend past the body panels (body panels cannot be altered to facilitate a wider wheel)

We understand that trimming has happened in the past to allow for previous tire/wheel combinations. Any car that raced in 2023 in Penticton with this alteration will be given until the 2025 race season to remedy this.

- Must retain factory calipers. However, if an OEM caliper from a higher-spec model is available and can be fitted without adapters then that upgrade is permitted.
- Removal of hand brake allowed.

7. GAS TANK/FUEL CELL

- If the stock tank is in the front of the rear axle assembly, it may remain.
- If the stock tank is behind the rear axle assembly, it must be removed and mounted in the trunk/hatch area.
- A fuel cell may be used in place of the stock gas tank and must be securely fastened.
- The stock tank or fuel cell must be enclosed in a metal box with a ground strap from the filler neck to the body if relocated to the trunk/hatch area. The tank must be securely fastened with two 1/8" by 1" wide metal straps.
 - A full metal firewall must separate the trunk/hatch area from the passenger compartment if the gas tank has been relocated inside the vehicle.
- **Boat tanks ARE NOT allowed.**

8. ENGINE/TRANSMISSION

- Any mass-produced, OEM four-cylinder engine with a maximum of 165 horsepower as originally advertised by the manufacturer.
- **Honda B series max 7500rpm.**
- The chassis and engine manufacturer DO NOT need to match.
- The OEM engine block, head, intake manifold, and throttle body must be stock. You must be able to show tech.
- No adjustable cam gears.
- No offset cam keys, cams must be installed straight up.
- Cold air intake allowed
- No turbo(s) supercharger(s) or Nitrous.
- Engines with factory available variable valve timing are permitted but are subject to the same factory hp.
- A fuel pressure gauge must be installed on the fuel rail under the hood when using an aftermarket fuel pressure regulator and must be set to factory pressure.
- OEM or OEM replacement NON-adjustable fuel pressure regulator is recommended and when used no fuel pressure gauge will be required.
- Nylon oil pressure lines on manual gauges are not permitted. ALL manual pressure lines MUST be copper hard line. ref: Autometer 3224
- Swapping of OEM final drive ratios and installing OEM available LSDs is permitted.
- Aftermarket 1, 1.5, and 2-way LSDs and Spools are not permitted.

9. EXHAUST

- Headers allowed
- Must be equipped with a muffler.
- Must meet the 95db track noise rule.

10. SAFETY

- Minimum single hoop roll bar with cross brace and two down bars is required. One end of the down bar is to be welded to the top of the roll bar and the other end of the down bar is to be welded to the front face of the rear suspension mounting structure and may not be used to stiffen the car. A four-point cage IS MANDATORY. Minimum of two horizontal bars with two vertical support bars on the driver's side, and a minimum of one horizontal bar on the passenger side. Roll bar/cage material is to be a minimum of 1 1/2" O.D. X .120 wall steel DOM or ERW tubing. Tubing material only. Round tubing only, any square tubing will not be approved. Proof of the material used may be required and is the responsibility of the driver to provide. Tech. reserves the right to drill a min. 3/16" hole/s in the roll bar/roll cage to verify the material used.

NOTE: Before you build check with Hornet Tech. to be sure you meet the safety requirements. No cage structure to extend forward of the engine firewall or rearward of the center point of the rear suspension mounting structure. Absolutely no other bracing allowed. Gussets are recommended where tubing is welded together. All welds are to be of good quality and must be as complete as possible. No tack welds! If the roll bar/cage is bolted to the floor pan, 4" X 4" X min. 1/8" thick steel mounting plates must be used with a corresponding plate under the floor pan. Minimum of two, 1/2" diameter, Grade 5 bolts to be used. Cars built with the upright/t-bar systems will be allowed to continue competing, but it is strongly recommended that drivers of these cars update to the new minimum standard.

- Must have door reinforcements, minimum 4" channel, and extending as close to 6" ahead of and 6" behind the door opening as possible without entering the wheel well areas. Channel must be bolted with min. 1/2" diameter grade 5 bolts and large washers to the "A" pillar (windshield) and the "B" pillar (door latch pillar). Channel must be mounted on the exterior of the door and each end must be cut at a 45-degree angle. The Angled area must be capped with a minimum 1/8" thick steel plate welded to the channel. Top channel must be mounted midway up the door. Grader blade allowed instead of channel iron. Passenger door must be chained or welded (min. 3/8" chain) shut.
- Doors must be welded, clamped, or bolted shut securely.
- An aluminum race seat is MANDATORY. The seat must have a brace to support the shoulder area of the seat. The brace is to be welded to the roll bar/cage and must be bolted to the seat with a minimum of 4 3/8 bolts. 2 on the ground and 2 on the backrest.
- A fully charged 2 1/2 lb. fire extinguisher mounted within easy reach of the driver is required. Metal-style mounts. The mount must be bolted or riveted. No sheet metal screws.
- An approved window net is required on the driver's door. The window net must be in good condition. No frayed, cut, repaired, or otherwise modified nets will be allowed. The net must be mounted with a minimum 3/8" diameter solid, unthreaded steel rod, no re-bar. The net must be latched at the top (roof) and open downwards. Window net mounts to be welded or bolted. No hose clamps, rivets, or sheet metal screws.
- SFI 16.1 / 5 or FIA 8853-2016, 5-point or 6-point race harness mandatory. 2" and 3" belts are permitted. **Seat belts must be dated within 2 years of manufacture expiry.** Must be properly positioned and mounted using the factory seat belt bolts or min. 1/2" diameter grade 5 or better bolts. The shoulder harness must be mounted on the crossbar, behind the seat, **level, or slightly above drivers' shoulders.** The crossbar must be welded to the roll hoop and approved by tech.
- **Battery can be relocated. Must be mounted in a covered battery box and secured with two 1" ratchet straps.**
- Passengers are not permitted.

11. PAINT

- Any color
- Doors to remain the color of the body with a min. 18" high number in a highly contrasting color. No design or decoration other than the number is allowed on the doors. Roof numbers, if used, to be 36" (or as large as the roof area allows) high.

12. MISCELLANEOUS

No two-way radio/phone communication between the driver and any outside data/information sources.

Violation of any of these rules may result in the loss of daily points, trophies, and monies. Serious or continued violations may result in the suspension of racing privileges for a period to be determined by the Track Executive.

Track Officials reserve the right to refuse to allow a car to compete if the car is considered unsafe due to excessive rust, or structural or accident damage.

Lineup and direction of the race are to be decided by the Track Officials. In addition to the Hornet class rules, you are required to understand and abide by the Penticton Speedway General Rules.