

PENTICTON SPEEDWAY HORNET RULES 2023

The goal for the 2023 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.

Please review this year's revisions carefully. All of the revisions are **highlighted**.

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.

2023 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.

2023 Will also see DOT tires brought back to the class. There WILL be a transition time to allow for the current race tire inventory to be depleted. In an effort to minimize potential losses to all parties and maintain a competitive feild. 2023 will see a blend of DOT and Race tires allowed as outlined below.

Penticton Speedway is in negotiations with several tire manufacturers to test and secure quality inventory with pricing to match.

- **All cars running over 16 sec. MUST weigh a minimum of 2,300lbs with the driver.**
- Any car running under 16 seconds lap times during practice, qualifying, or race will be disqualified from the competition and all results and points will be nullified.
- Any car with a minimum weight of **2,700lbs** with the driver will not be subject to the 16-second rule and will be deemed legal and awarded all results and points.
- Any car utilizing ballast to attain the minimum weight of **2,700lbs** must locate **200lbs of ballast in the front seat passenger area of the car, on top of the floor pan, and clearly visible to tech. The other 200lbs can be secured where teams see fit**
- Ballast must be adequately secured in place.

Penticton Speedway may change the minimum weights at any time to ensure parity between the two weight categories of cars.

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.

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.

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
- 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.

5. PASSENGERS/CO-PILOTS

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

6. WHEELS/TIRES/BRAKES

- DOT tire with a minimum tread wear of 300. Measuring 205/55/16 or 205/60/15. Tires MUST BE approved by Tech department.
- Minimum of 2 DOT and Maximum of 2 American Racers are permitted on the same vehicle at a time. For the duration of the 2023 season.
- Wheels must be 15" or 16" stock or steel aftermarket matching stock dimensions.
- 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.
- 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 2022 in Penticton with this alteration will be given until the 2024 race season to remedy this.

Hornet Tire American Racers (must be purchased from Penticton Speedway)

Size DescTread PlyCmpdProd# Tread WdRim Dia. Wt

24.0/7.0-15SH AR

782 EE 3 882 J5EKD 7 8.4 24.1 13.68

24.0/7.0-15 AR

23.0/7.0-13SH AR 782 EE 3 882 J5EKH 7 8.4 24.5 13.68
 23.0/7.0-14SH AR 782 EE 3 882 J5ELL 7 8.5 23.2 12.57
 23.0/7.0-14 AR 782 EE 3 882 J5ELN 7 7.9 23.2 12.5
 23.0/7.0-13 AR 782 EE 3 882 J5EYT 6.8 7.9 23.5 12.44
 782 EE 3 882 J5EYX 7 8.4 23.5 12.57

- 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
- 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) or supercharger(s) or Nitrous.
- Engines factory available with variable valve timing are permitted but are subject to the same factory hp and 7500rpm limit.
- A fuel pressure gauge must be installed on the fuel rail under the hood
- OEM or OEM replacement NON-adjustable fuel pressure regulator must be installed in the factory location for the engine being used.
- 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.
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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.
- Stock seat with headrest is NOT allowed. An approved 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. 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. 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.

- 5-point SFI race harness mandatory. Must be properly positioned and mounted using the factory seat belt bolts or min. 1/2" diameter grade 5 or better bolts. Seat belts must have date tags and cannot be more than 5 years old. 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.
- 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 the pit or the grandstand areas. 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.
- Specifically applicable to the Penticton Speedway Hornet Class 2 drivers can be registered for each car and will be eligible for the points championship.
- Any additional driver changes will require the pre-approval of Penticton Speedway track officials.
- NOTE : All rule clarifications MUST be submitted in writing to Pentictontech@pentictonspeedway.com, No verbal agreements or discussions regarding rules or deviations from rules will be taken into consideration during tech inspection before or after the race.