2018 HORNET CLASS RULES

The rules are designed to provide fair, entry level competition and a high level of safety. The emphasis is on keeping this class of cars inexpensive to build as well as providing for the safety of the participants. It is the driver/owners responsibility to ensure his/her car is legal. If there is any question about rules contact the tech staff.

Non-conforming cars will not be allowed to compete, except for minor variations, at tech discretion.

The 2018 season will see the Hornet class divided into 3 categories. The Hornet A group will be all cars that have faster than 17 second laps, but do not exceed 16 seconds. The Hornet B group will be all cars that have faster than 19 second laps, but do not exceed 17 seconds. The Hornet C group will be all cars that have faster than 22 second laps, but do not exceed 19 seconds. If a car exceeds the lap time of its declared grouping, that car has two options….1) Declare to move up to the next level 2)Take a 50 lbs. penalty for the remainder of the season…placed on the right side of the car, in the front seat passenger floor area. There is a 50 lbs. penalty for each race day that has a lap time infraction. There will be no points awarded for the event the lap time infraction occurred. Hornet A cars will only have the option of adding weight. The Hornet A champion driver, at the end of the season, must move up to continue racing.

Cars that win 3 mains and dominate will have weight added…50 lbs to the right front of the car,
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
 1. No added bracing.
 2. No sharp edges.

2. INTERIOR

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

3. WINDSHIELD

1. A full windshield is required.
2. 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

 1. Stock factory frame, suspension and mounting hardware.
 2. OEM style replacement(adjustable allowed)parts only.

 3. coil over springs allowed.

 4. adjustable upper control arms allowed modifications for castercamber adjustment

are allowed but will be inspected for safety

 5. No gutting of interior sheet metal.

5. WHEELS/TIRES/BRAKES….

**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 782 EE 3 882 J5EKH 7 8.4 24.5 13.68

23.0/7.0-13SH AR 782 EE 3 882 J5ELL 7 8.5 23.2 12.57

23.0/7.0-14SH AR 782 EE 3 882 J5ELN 7 7.9 23.2 12.5

23.0/7.0-14 AR 782 EE 3 882 J5EYT 6.8 7.9 23.5 12.44

23.0/7.0-13 AR 782 EE 3 882 J5EYX 7 8.4 23.5 12.57

 **OR**

-        Approved DOT 60 series or larger (65), passenger tires only (H or higher speed rating).

**-**Tires must have a 400 or higher tread wear rating

-        All four tires and wheels must be the same size.

**-**Must retain factory calipers.
**-**Removal of hand brake allowed.

6. GAS TANK/FUEL CELL

1. If the stock tank is located in front of the rear axle assembly it may remain.
2. If the stock tank is behind the rear axle assembly it must be removed and mounted in the trunk/hatch area.
3. A fuel cell may be used in place of the stock gas tank, must be securely fastened.
4. 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. Tank must be securely fastened with two 1/8” by 1” wide metal straps.

5. **A full metal firewall must separate the trunk/hatch area from the passenger compartment if the gas tank has been relocated inside the vehicle**.

 6. Boat tanks allowed but must be securely fastened.

7. ENGINE/TRANSMISSION

**-**4-cylinder engine, maximum 165 horsepower as originally advertised by the manufacturer.
**- oem**engine block,head,intake manifold and throttle-bodymust be stock. External tech only.  You must be able to show Tech. The engine/head combinations mustbe  stock for your application. If the engine needs to be replaced, it must be replaced with the same engine as originally equipped if available. If a different engine is being swapped in then you must provide Tech. with the technical information for both the existing engine and the engine you are proposing to swap in.
**-**Cold air intake allowed
**-**No turbo or superchargers.

8. EXHAUST

A. Headers allowed

B. Must be equipped with a muffler.
C. Must meet the 95db track noise rule.

9. SAFETY

A. Minimum single hoop roll bar with cross brace and two down bars is required. One end of the down bar to be welded to the top of the roll bar and the other end of the down bar to be welded to the front face of the rear suspension mounting structure. A four point cage may also be used if approved by Tech. and may not be used to stiffen the car. Minimum of two horizontal bars with two vertical support bars on the drivers’ side, minimum 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 tubing. Tubing material only. Proof of 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 interior panels to be gutted to accommodate cage installation. 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 recommended where tubing are welded together. All welds 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.

B. 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. Angled area must be capped with 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 (min. 3/8” chain) shut but must still be able to open for Safety Personnel. Use a snap type (carabineer) clip, not a bolt, to secure the chain.

C. Doors must be welded, clamped or bolted shut securely.

D. Stock seat with headrest is allowed. An approved aluminum race seat is recommended. Seat must have a brace to support the shoulder area of the seat. Brace to be welded to the roll bar/cage and must be bolted to the seat with a minimum of two bolts.

E. 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.

F. An approved window net is required on the drivers’ 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 minimum 3/8” diameter solid, unthreaded steel rod,

no re-bar. 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.

G. 3” wide 5-point 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.
H. An approved SFI-1 single layer or better fire suit is recommended.

D.O.T. approved or better helmets are required.

10. PAINT

A. any color

B. 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 roof area allows) high.

C. No two-way radio/phone communications between the driver and the pit or the grandstand areas. Violation of any of these rules may result in loss of daily points, trophies, and monies. Serious or continued violations may result in 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, structural or accident damage. Lineup and direction of race to be decided by the Track Officials. In addition to the Hornet class rules you are required to know and abide by the Penticton Speedway General Rules.

Ron Kosma will help with advice to build and meet the rules anytime 250 487 2250



 There is brace needed from the back of the seat to the crossbar of the roll bar.