



**Western Speedway**  
Western Promotions Ltd.  
2207 Millstream Road  
Victoria, B.C. V9B 0J7  
Phone at track: 250-474-2151

## **Western Speedway Hornet Car Rules**

(last updated March 11, 2020 rev-4)

**All rules outlined below are class specific to Hornets. For generic running rules, speedway rules, and racing procedures, all competitors should review the Western Speedway running rules located at [www.WesternSpeedway.net](http://www.WesternSpeedway.net)**

### **2020 Hornet Car Construction Rules**

#### **Body Construction**

1. Any 4 cylinder car with a maximum 105.5" wheel base. No rotary engine cars, no mid/rear engine cars, no Fairmonts, no turbos, no superchargers, and no all wheel drive cars. Complete stock steel body, interior, and frame. No bracing except for the cage and door-bar. No strut tower cross bars. Hoods, trunks, door skins must all remain stock, no body skinning allowed.
2. Rollbars are mandatory. Either a single hoop roll over bar or a 2" OD pipe or equivalent steel upright, with steel mounting plates on each end. Mounted vertically from roof to floor pan, located behind the driver's seat with a kicker bar bolted to the rear seat area and welded to upright with the same size 2" od pipe, with rollover bars the kicker must be bolted or welded to the rear struts of the car. A second upright must be mounted in front of the front passenger seat. Rollbars and Uprights must be bolted (or welded) with 1/2" bolts to the floor pan and roof. Rear kickers bars may extend no farther back than one foot from the inside of the rear taillight panel.
3. The Driver's door must be welded or chained shut. Must have driver's side door reinforcement, with a minimum of a 6" C channel bolted (or welded) to the outside of the door with 3/4 inch bolts. All edges must be trimmed of sharp edges. The Passenger door must be chained or welded shut. Window net is mandatory and must be properly mounted in the driver's window with a quick release seat belt buckle, or something tech approved, bolted to the inside of the door.
4. Dashboard, Steering and Pedals must remain completely stock for make and model of car. All insulation under the hood must be removed. All other interior items must be removed.
- 5 Air bags must be removed.
6. All glass (except front windshield) must be removed prior to arrival to the track.
7. All Cars must have a functioning Rear Brake Light mounted in the rear window.
8. Cars must be painted in a bright color. No black, dark blue, dark green, dark brown, etc. Your car should be painted in a way that is easy to spot. 50% OF THE CAR MUST BE A BRIGHT COLOR. All cars must have a minimum 20" number painted in a highly contrasting color on the driver and passenger doors. If your number is not clearly visible from the scoring tower, you may not be scored. A 4" tall number must also be painted on the



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upper passenger side window for lineup purposes (this number should be white or yellow). All numbers must be registered with Western Speedway. No 3 digit number or letters.

9. Stock bumpers, for that car make, must remain in stock position and be chained or bolted to the car with maximum ¾ inch bolts. If the bumper falls off it can be replaced with (1) piece of maximum 3 inch tubing and must be no longer than inside of the fenders. Bumpers must be attached to stock frame horns at all times. No other reinforcing allowed to the bumper or any other part of the car. Ends must be capped or beveled off. Replacement front and rear bumpers are subject to tech approval.

## **Drivetrain**

1. Stock engine with a maximum of 155 maximum rated horsepower. Engine must match the chassis it is run in (ie no Integra engine swap into a Civic chassis). Engine must remain stock including all internal components, manifolds, and intakes. Carburetor or Injection must remain stock to the engine. No VTEC, VVT-I, Variable Cam/Valve timing engines. All engines must have a factory block stamp on them that is cleaned and visible to tech. Any altering or tampering with block stamps will make the engine illegal.
2. Transmission must remain stock including all internal components.
3. Exhaust must be stock with a mandatory muffler. Muffler must be mounted in the stock position behind the rear axle. Maximum 90db sound rating at 100' although any car deemed unnecessarily loud may be required to change muffler and exhaust components at the discretion of track officials. No Thrush or high performance mufflers allowed.
4. Stock unaltered rear end and front wheel drive systems. No locked transmissions or limited slip differentials.
5. Aftermarket K&N style air filters allowed.
6. Battery must be securely fastened and either be in stock position under hood or mounted in a secure box within the drivers compartment. Recommended that stock location battery be mounted inside a marine battery box or similar. Any battery located in the driver's compartment must be mounted in a box or covered in rubber.
7. If the stock Gas Tank is located ahead of the rear axle it may remain in place. If the stock gas tank is located behind the rear axle, it must be replaced with a fuel cell or plastic boat tank (6.6 gallon maximum). Fuel cells/boat tanks must be covered and mounted securely in the trunk area 1" drain holes drilled in the trunk pan.
8. All cars must have 4 fully functioning brakes with components having acceptable life left on them (ie brake pads).

## **Tires and Suspension**

1. Tires: Open tire rule. Use whichever tire you want to tune your car to the breakout rule. All 4 tires must be the same size (i.e. no 175/60/14 on one side and 225/60/14 on the other). No low profile tires (minimum 60 series).



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2. Ride Height: Minimum Ride Height is 5". Ride Height to be measured at the 4 jacking points (pinch-welds) with the driver inside the car. The pinch welds must be stock, unaltered, and untampered. All four jacking points must measure within 1" of the lowest point (i.e. if the lowest point is 5 ½", then all points must be between 5 ½" and 6 ½"). The 1" allows for different driver sizes and tire pressures.
3. Suspension: Cutting or Lowering of Stock Springs is allowed as long as the car maintains a legal ride height as per the previous rule. Springs must be the same length on both sides. No coil-over springs.
4. Camber: Maximum camber is 2" on any wheel. Camber will be measured with a right angle ruler from bottom of rim to top of rim.

## **Safety Equipment**

1. All drivers must wear a SNELL 2005 or newer helmet (Snell 2010 is recommended). Full face helmets only with goggles or face shield required. Helmets must be SNELL certified with a valid sticker, DOT helmets are not sufficient.
2. All drivers must wear SFI approved racing suits or fireproof coveralls (coveralls must be in good condition, tech discretion on condition). Drivers must wear gloves with racing shoes being strongly recommended. Neck braces are required for all drivers.
3. SFI tagged racing belts are required. Belts must have a valid tag that is no more than 10 years old. Any belt with no tag will be deemed too old and must be replaced. If belts have excessive wear, tech may, at its discretion, deem them too old and require them to be replaced. 5 point harness is mandatory with a sub belt bolted into the car (no sub belt is sufficient to disqualify a car from competing).
4. SFI tagged window net must be in place and secured at all times. The net must be securely mounted with an appropriate release mechanism that the driver can operate. Screwing windows nets into sheet metal is not an appropriate mounting setup.

## **Other**

1. \$500 management claim in effect at all times. Claim does not include fuel cell or safety equipment.
2. Raceceivers highly recommended.
3. Once you time in a car and number combination, you must drive that car all night. If that car has any problem so that it cannot continue to race, you cannot switch cars.
4. Passengers are not allowed on the big oval or during enduro races. The only time a passenger is allowed is on the small oval during Wednesday Nights. If a passenger is along for the ride, then the same safety setup must be in place for the passenger as for the driver. This includes safety gear, helmet, belts, and window net. The passenger side of the car must also have the same safety construction as the driver's side including upright or roll



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bar, door bar, and appropriate caging. If a passenger is in the vehicle, no battery may be mounted on the passenger floor.

## **Breakout Rule**

Wednesday Small Oval Breakout Rule: 15.30 seconds

Weekend Full Oval Breakout Rule: 20.50 seconds

Breakout Penalty: Breakout in qualifying gives last place championship points and the car will start at the rear of all races. During a race only the leader of the race will be measured against the breakout rule. If the leader breaks out during a race, the leader will be shown the rolled up black flag as a warning. If the leader breaks out on a second consecutive lap, a black flag stop and go penalty will be assessed. If the leader does not breakout on the second consecutive lap then the warning is removed and the procedure is reset with the leader needing 2 consecutive breakout laps to be black flagged.

Final Lap Procedure: On the final lap of the race, regardless of warnings given, the leader can not breakout. The winner of the race will always be the first car across the line that did not breakout on the final lap. If the leader breaks out, they will be penalized 3 places in the finishing order. If the second place finisher also breaks out on the final lap they will be penalized 3 places as well. This procedure will continue until the first car that did not breakout becomes the winner. No further penalties will be assessed beyond that point.

## **Final Decisions**

Any part or equipment found during an inspection or any other time that does not meet applicable Western Speedway standards must be surrendered to WESTERN SPEEDWAY Tech Officials at that time, and will not be returned. Failing to not give up the part or parts will result in a fine, and/or loss of points and/or suspension.

Western Speedway Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of passing through inspection,

WESTERN SPEEDWAY Officials recommend that you carefully study the Western Speedway rulebook in order to be familiar with all aspects of racing. If you are considering a part for modification or procedure not covered in these rules, contact Western Speedway Tech Official before proceeding with any purchases or modifications.

If you have any questions regarding the rules set forth, contact the Western Speedway Tech Official. In keeping with Western Speedway's commitment to maintaining proper balance in the competition arena, it may be necessary for Western Speedway to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition.

Western Speedway's goal of a full starting field of various makes in each race, that are equally matched as possible is certainly in the best overall interest of the sport.

EIRI: (Except in rare instances) Decisions of Western Speedway Officials are final and binding without exception.