

## **Western Rattler 300 Eligibility**

This event is open to Super Lates, Pro-Lates & Limited Lates. All cars must conform to either APC, SSCRA (Saskatoon), or WESCAR rules except for the weight rules which will be determined by Penticton Speedway to ensure parity between the rule's packages and engine combinations. Penticton Speedway has posted the "Weight & Engine Supplemental Parity Rules". Additionally, rule changes and additions can be found under "Rules Addendums". All this information can be found on the Penticton Speedway website. We expect cars from across Canada, so we have considered the rules throughout these areas when formulating our rules to allow as many competitors as possible to meet the rules and keep all cars competitive.

## **General Format**

**Friday Afternoon (July 5<sup>th</sup>)** - Open practice for Late Models and Street Stocks. Competitor Gates open at 11:00am for registration and move-in. Practice will begin at 5:00pm (see Official Schedule). Fan Gates open at 4:30pm.

**Friday Night (July 5<sup>th</sup>)** – Street Stock Qualifying, Heats and **Viper 100** feature. Late Model practice will continue as part of the Street Stock race schedule and the King of The Hill. (see Official Schedule)

**Saturday Afternoon (July 6<sup>th</sup>)** - Open practice for Late Models and Street Stocks. Competitor Gates open at 11:00am for registration and move-in. Practice will begin at 1:00pm and end at 2:35pm (see Official Schedule). Fan Gates open at 4:30pm.

**Saturday Night (July 6<sup>th</sup>)** – The night will start with Qualifying of both the Street Stocks and the Late Models at 2:40pm

Front Stretch Fan Appreciation Tour from 5:45-6:30, all drivers with their cars to meet fans. The **Venom 100** will go green at 7:00pm, The **Western Rattler 300** will go green at 8:00pm.

All **Western Rattler 300** starters will be guaranteed \$750.00 to start.

The **Western Rattler 300** Pole car will have the option to start the race in last place for a bonus of \$1,500 if it wins the race.

The **Western Rattler Viper 100 & Western Rattler Venom 100** races are independent of each other and will both be awarded full points. The pole sitter of each race will have the option to start the race in last place for a bonus of \$1,000 if it wins the race.

The Friday night Street Stock Heat Races will be the entire field split into thirds; the fast third, the middle third and the last third. The lineups will be inverted starting position from qualifying.

## **Registration Fees & Purse**

## **Western Rattler 300 Late Models**

### **Friday Practice:**

Car – Free (If registered by June 7<sup>th</sup>) \$100.00 (after June 7<sup>th</sup>)  
Transponder Fee \$20/weekend  
Driver \$35.00/day  
Crew \$35.00/day ea.

### **Saturday:**

Car \$250.00 (If registered by June 7<sup>th</sup>) \$300.00 (after June 7<sup>th</sup>)  
Transponder Fee \$20/weekend  
Driver \$35.00/day  
Crew \$35.00/day ea.

### **Purse**

\$35,000 Late Models  
See Purse Sheet for Breakdown

## **Western Rattler Viper & Venom Street Stocks**

### **Friday Viper 100:**

Car – \$50.00 (If registered by June 7<sup>th</sup>) \$75.00 (after June 7<sup>th</sup>)  
Transponder Fee \$20/weekend  
Driver \$35.00/day  
Crew \$35.00/day ea.

### **Saturday:**

Car \$50.00 (If registered by June 7<sup>th</sup>) \$75.00 (after June 7<sup>th</sup>)  
Transponder Fee \$20/weekend  
Driver \$35.00/day  
Crew \$35.00/day ea.

### **Purse**

\$10,000 Street Stocks  
See Purse Sheet for Breakdown

## **Western Rattler 300 Rules**

## **Running Rules**

Most cars can do approximately 225+ laps on a full load of fuel and re-fueling will be allowed during any yellow. Cars will be allowed to pit under any yellow flag they choose however we will not guarantee that it won't be a "quicky yellow". In other words, if a team takes a chance on a simple "spin out yellow" then they may not make it back out before the green comes out and risk going down a lap or more. Teams will have to decide on the severity of the incident and estimate duration of yellow condition accordingly. We will have one competition yellow flag at lap 150 where we will guarantee a 5-minute window before going green again to give adequate time for all teams to change tires and re-fuel. (Any yellow flag condition from lap 140 - 150 will become the competition yellow). No laps will be counted under a yellow flag condition so drivers can pit under any yellow without losing a lap(s), but they will have to start at the end of the line behind cars that didn't pit. All cars will re-establish their running order after the competition yellow so there is no need to race out of pit lane but must be ready to rejoin the race when the 5 minutes expires. Any cars involved in the cause of a yellow flag that initiates the competition yellow will start at the rear of the entire field after the 5-minute break. Cars pitting during a non-competition yellow will line up at the back of the field in the order they leave pit exit.

Only one jack may be utilized and only one side of the car can be off the ground at a time for the purpose of a tire change during a non-competition yellow.

A Free Pass Car rule will be used. The first car that is one or more laps down will be given the opportunity to pull immediately behind the pace car during the yellow flag and will be waved by with the one lap to go signal from the flagman. Cars involved in or causing the yellow will be ineligible to receive the Free Pass.

The race will not finish under yellow, so a green/white/checker finish will end the race.

## **Qualifying**

Qualifying order will be by Saturday practice times, fastest car goes last.

All cars must be in the qualifying line up by "close of qualifying" time on schedule, any cars arriving late will go to the back of the line and will receive only 1 qualifying lap.

Each car will be given 1 warm up lap and 2 qualifying laps. (1 to go at first pass of flagman then green, white, checkered).

Any car waiving off after entering the track due to a bona fide mechanical issue may pull into the back of the line and attempt to qualify again providing the car did not complete a timed lap (to the white flag) and enters pit lane prior to crossing the start/finish line. The car will remain eligible for 1 warm up lap and 1 timed lap only. In the event the car scores a timed lap regardless of mechanical issues then that lap will be used as a completed qualifying time and no further laps will be granted. Penticton Speedway officials will determine if the car has received repairs that warrant another pass-through tech prior to the second qualifying attempt.

All cars must start the race on the tires they qualified on. Tires will be marked prior to qualifying and must remain on the car after qualifying.

## **Chassis & Engine Rules**

Cars, less engines, must conform to APC, SSCRA or WESCAR Rule Books. These are the Penticton Speedway Late Model Rules as well.

Engines must conform to APC (Crate), SSCRA or WESCAR (Crate or Built), or Prior Approved SLM Built.

All SLM built motors must run a stock, tool legal, 2 bbl. 500 CFM Holley 4412. Alternatively, a tool legal, 4 bbl. Holley 750 CFM p/n 4779 or 80528 combined with "The Governor" 1" adjustable base plate p/n ALL26060 with 0.95" base plate inserts p/n 26061 as supplied by Allstar Performance. No modifications to inserts of any kind will be allowed.

Entrants must declare which rule package and engine combination they are running prior to the start of the event and must maintain that package throughout the event.

Engines may not be changed after the start of the event unless a failure occurs, and the engine swap is approved.

If an approved engine swap changes the Rules Package/Engine combination, then the new rules package must be adopted, and the car must pass through tech.

No frame height rule, however, any car continually bottoming out will be black flagged to save the racing surface.

The use of a backup car is allowed, providing the back up car meets all rules as outlined and is passed by tech. Back up cars replacing a primary car after Qualifying will be considered qualified to start if the primary car earned a starting spot, but in all cases will start at the rear of the field. Tires will be transferred to the backup car. Any change from a primary to a backup car must be approved by Penticton Speedway.

## **Weights**

Minimum weights will be as per car/engine combination

- WESCAR CRATE 2700
- WESCAR BUILT 2725
- PRO LM 602 CRATE 2725
- PRO LM 604 CRATE 2750 (Factory GM Seals)
- PRO LM 604 CRATE 2780 (Rebuilt Seals)
- PRO LM FORD CRATE 2800
- PRO LM WESCAR BUILT 2850
- PRO LM SLM BUILT 2850 (MUST BE PRE-APPROVED)
- CAMBERED REAR ENDS ADD 25 LBS
- LOCKER TYPE REAR ENDS ADD 25 LBS

Maximum 58% Left Side Weight

Maximum 52.5% Rear Weight

\*SSCRA cars have an option to run 59% Left Side Weight provided they weigh minimum 2800 pounds as per their rules.

## **Tires**

Only American Racer EC-84 purchased from Penticton Speedway will be approved as race tires for this event. Practice tires can be purchased from Penticton Speedway, but it is not mandatory.

All pre-registered cars will be approved an allotment of 8 tires for the event and 4 more for the Friday Practice. Cars missing pre-registration will be allotted tires on a first come first serve basis and may be restricted to 8 tires based on availability.

All race tires sold by Penticton Speedway will be recorded and marked. 8 tires will be marked as Race Tires and up to 8 will be marked as Practice Tires. Teams will have an opportunity to measure and group their allotted tires prior to being officially marked.

All teams must designate a maximum of 8 new Race Tires that will remain impounded prior to being released for qualifying. Up to 8 tires will be designated as Practice Tires and will not be impounded until after the completion of all practice sessions. A total of 2 Practice Tires can be designated emergency tires and placed in impound prior to the start of **The Western Rattler 300**. The emergency tires can only be used in the event that the Race Tires have been destroyed. During **The Western Rattler 300**, a bona fide failed Race Tire can be exchanged for an Emergency Tire at the tire impound. No Emergency Tires will be exchanged for Race Tires that are holding air. The failed tire will remain in impound for the duration of the race and until tech is cleared to give the officials an opportunity to inspect the failed tire and determine the cause of the failure. Any attempt to purposely destroy a tire to achieve an exchange will result in disqualification from the event. Only Race Tires will be released from impound prior to the start of the race and each team will be in possession of 8 tires only, at any given time during the race, at their pit box.

All cars starting **The Western Rattler 300** must start on the 4 tires they qualified on.

Designated Practice Tires (2) may be used during the **Western Rattler 300** in case of emergency, after they've been released from tire impound, by exchanging with a bona fide flat Race Tire that gets placed in impound.

No tire softeners or modifiers of any kind are permitted. Any team caught modifying tires will be disqualified from competition.

Only one designated crew member will be granted access to the tire impound area during scheduled times to adjust tire pressures, measure sizes and group sets.

All wheels must be clearly marked with the car number. A decal must be used for marking the numbers, no jiffy markers, paint pens etc.

## **Rules Addendums**

1. Shocks – Single adjustable, no canisters or reservoirs. Only one shock per wheel, no electronics of any kind.
2. Drive Shafts – Aluminum drive shafts permitted
3. Starters – Reverse mount starters and aluminum bell housings permitted
4. Transmissions – 4 speed transmissions allowed, all gears must be functional
5. Rear Ends – Cambered rear end permitted; 25 lbs. added to minimum combination weight
6. Differentials – Mechanical locker type differentials allowed; 25 lbs. added to minimum combination weight.

For questions regarding technical issues please email [techquestions@pentictonspeedway.com](mailto:techquestions@pentictonspeedway.com)

## **Rain Delay**

### **July 5th**

In the event of a rainout on July 5<sup>th</sup> the entirety of the schedule for that date will be cancelled and not rescheduled. No July 5<sup>th</sup> prize money will be carried forward. This would affect Street Stock's only, and only for that night. Any registration fees will be applied to July 6<sup>th</sup>.

### **July 6th**

In the event of a rain out on July 6<sup>th</sup> the schedule (with time adjustments) will be moved to Sunday July 7<sup>th</sup>. The prize money for all races will be paid at 50% of published purse. If July 7<sup>th</sup> is rained out, the event will be declared an entire rain out and entry fees and crew passes will be refunded.