

The Harvest 200 Eligibility

This event is open to Super Lates, Pro-Lates & Limited Lates. All cars must conform to either 2023 APC, 2024 SSCRA (Saskatoon), or 2024 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 Western 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 (September 27th) - Open practice for Late Models, Street Stocks, Hornets & Legends. Competitor Gates open at 4:00pm for registration and move-in. Practice will begin at 5:30pm (see Official Schedule for times and fees).

Saturday Afternoon (September 28th) - Open practice for Late Models, Street Stocks, Legends, Hornets & Hit to Pass. Competitor Gates open at 12:00pm for registration and move-in. Practice will begin at 2:00pm (see Official Schedule). Fan Gates open at 4:30pm, Racing starts at 6:30pm.

Saturday Night (September 28th) – The night will start with Single Car Qualifying for Late Models prior to a Front Stretch Fan Appreciation Tour from 5:30-6:15, all drivers with their cars to meet fans. The racing schedule will go green at 6:30pm.

All **Harvest 200** starters will be guaranteed \$200.00 to start.

The **Harvest 200** Pole Car will have the option to start the race in last place for a bonus of \$1,000 if it wins the race.

Registration Fees & Purse

The Harvest 200 Late Models

Friday Practice:

Car – Free (If registered by Sept 20th) \$100.00 (after September 20th)
Transponder Fee \$20/weekend
Driver \$35.00/day
Crew \$35.00/day ea.

Saturday:

Car \$200.00 (If registered by June 7th) \$250.00 (after June 7th)
Transponder Fee \$20/weekend
Driver \$35.00/day
Crew \$35.00/day ea.

Tire Pricing:

\$265.00/ea inc tax (GST & PST)

Purse

\$15,000 Late Models (Approximate Payout for Purse & Tow Money)
See Purse Sheet for Breakdown

The Harvest 200 Rules

Running Rules

Most cars can do 225+ laps on a full load of fuel and re-fueling will be allowed during any yellow however we don't expect any cars will require re-fueling for the duration of the race. Cars will be allowed to pit for adjustments 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 not have a competition yellow flag during this event. 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.

Cars pitting during a non-competition yellow will line up at the back of the field in the order they leave pit exit.

No work on cars will be allowed during a red flag situation. Work may only commence once the yellow is displayed and the field is rolling behind the pace car. Any violation of this rule will be penalized two laps.

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 to an approved emergency tire during a 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, fasted 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 2023 APC, 2024 SSCRA or 2024 WESCAR Rule Books. These are the Penticton Speedway Late Model Rules as well. Any cars not declaring one of the three rule book options provided will be considered on individual basis and approval will be governed by Penticton Speedway officials.

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. Backup 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 cars will be approved an allotment of 4 new race tires for the event only.

All race tires sold by Penticton Speedway will be recorded and marked. 4 new tires will be marked as Race Tires and up to 4 tires 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 4 new Race Tires that will remain impounded prior to being released for qualifying. Up to 4 tires will be designated as Practice Tires and will not be marked until after the completion of all practice sessions. A total of 4 Practice Tires can be designated emergency tires and marked as such prior to the start of **The Harvest 200**. The emergency tires can only be used if the Race Tires have been destroyed. During **The Harvest 200**, a bona fide failed Race Tire can be exchanged for an Emergency Tire. No Emergency Tires will be exchanged for Race Tires that are holding air. The failed tire will be required to be delivered to impound (at the scales) 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.

All cars starting **The Harvest 200** must start on the 4 tires they qualified on.

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 is preferred be used for marking the numbers, please 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@pentictonsspeedway.com

Rain Delay

September 28th

In the event of a rain out on September 28th the schedule (with time adjustments) will be moved to Sunday September 29th. The prize money and tow money will be paid at 50% of published purse. If September 29th is rained out, the event will be declared an entire rain out and entry fees and crew passes will be refunded. No purse or tow money will be paid.