



Western Rattler 300

Rules & Event Format

Eligibility & General Format

This event is open to Super Lates, Pro-Lates & Limited Lates. All cars must conform to either APC or WESCAR rules except for the weight rules which will be determined by Pentiction Speedway to ensure parity between the two rules packages and engine combinations. Pentiction 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 Pentiction Speedway website. We expect cars from across Canada and the Northwest United States, 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.

Thursday April 28th will be open practice for Late Models and Street Stocks

The official event format will be a Friday afternoon Practice and Qualifying. The top 12 will be locked into Saturday's Western Rattler 300 based on Qualifying times. The next 28 will run a 100 lap Qualifier on Friday night, called "The Baker's Dozen", that will allow the top 13 to advance to the Western Rattler 300 locking in the top 25 starting positions.

Saturday night will start off with a 50-lap last chance qualifier called "The 300 Three". This race will be for the remaining cars after the 25 locked in starting positions and the top three finishers will gain the last remaining starting positions for the Western Rattler 300. The Saturday night 300 lap Western Rattler 300 will start 28 cars minimum and up to 30 as we will have 2 spots reserved for Promotors Choice. Any cars unable to start (maybe blew up in practice) would be replaced by the next car in finishing order from "The 300 Three". Starting order will be set with the first 12 cars from qualifying, in order with the fastest car on the pole, then the next 13 by finishing order of "The Bakers Dozen", then the last 3 by finishing position in the "The 300 Three", then the 2 Promotors Choice.

We anticipate most cars can do approximately 225+ laps on a full load of fuel and re-fueling will only be allowed during the competition 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. 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.

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.

All races except The 300 Three will finish with a maximum of 3 attempts at a Green/White/Checker. The 300 Three is under time constraints so we will only do Green/White/Checker finishes if time allows.

Friday night will have 'A' & 'B' Street Stock Heats then the 100 Lap "Baker's Dozen" Last Chance Qualifier then a 100 Lap Street Stock Feature.

Saturday night will have the "300 Three" then the 100 Lap Street Stock Feature then the 300 Lap Western Rattler. No heat races for either class

Registration Fees

Thursday Practice:

Car, Driver, 4 Crew \$250.00/day

Friday/Saturday

Car \$250.00/weekend

Driver \$30.00/day

Crew \$30.00/day

Rules

Chassis & Engine

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

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

All built motors must run a stock Holley 4412.

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.

Back up cars may be used if the primary car is damaged beyond a reasonable state of repair for competition. The back up car must meet all rules as outlined and be passed by tech. Back up cars will start at the rear of the field.

Any change from a primary to a back up car must be approved by Penticton Speedway.

Weights

Minimum weights will be as per car/engine combination

- WESCAR CRATE 2750
- WESCAR BUILT 2800
- PRO LM 602 CRATE 2825
- PRO LM 604 CRATE 2850
- PRO LM FORD CRATE 2900
- PRO LM WESCAR BUILT 2900
- PRO LM SLM engine 2950 (MUST BE PRE-APPROVED)
- CAMBERED REAR ENDS ADD 25 LBS
- LOCKER TYPE REAR ENDS ADD 25 LBS

Maximum 58% Left Side Weight

Maximum 50% Rear Weight

Qualifying

Qualifying order will be by draw.

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.

All cars must deliver the qualifying tires to tire impound no later than 30 minutes after receiving the checkered flag in qualifying. Any cars not delivering tires to impound within the allotted time will start at the back of the field for the first race they qualified for.

Tires

Only American Racer EC-84 purchased from Penticton Speedway will be approved for this event.

All pre-registered cars will be guaranteed an allotment of 12 tires for the event and 4 more for the Thursday Practice. Cars missing pre-registration will be allotted tires on a first come first serve basis and may be restricted to 12 tires based on availability.

All tires sold by Penticton Speedway will be recorded and marked.

All teams must designate a maximum of 8 new Race Tires that will remain impounded prior to being released for qualifying. 4 tires will be designated as Practice Tires and will not be impounded.

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

Cars that qualify into the top 12 will only be allowed 8 Race Tires total for the weekend. All 8 must be impound tires.

Cars having to run the “Baker’s Dozen” Qualifier will be allowed 8 Race Tires all weekend. All 8 must be impound tires. The Baker’s Dozen may be run on designated Practice Tires, Race Tires, or a combination. Race Tires must be returned to impound a maximum of 30 minutes after the conclusion of the Baker’s Dozen.

Tires used in qualifying will not be eligible for races other than the Western Rattler 300.

Cars having to run the “300 Three” Last Chance Qualifier will be allowed 8 Race Tires all weekend and may elect to run the “300 Three” on designated Practice Tires that were purchased from Penticton Speedway. Race Tires that are not part of the qualifying set must be returned to impound. Race Tires that are part of the Qualifying Set must remain on the car for The Western Rattler 300.

Designated Practice Tires may not be used during the Western Rattler 300, only the 8 Designated Race Tires may be used during the Western Rattler 300.

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.

Payouts:

\$55,000 Late Models

\$10,000 Street Stocks

See Purse Sheet for Breakdown

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