



SLM & PLM Schedule of Events

Thursday, March 4

10:00 until ??? Track Rental Available
5:00 until ??? Tech Open

Friday, March 5

7:30 Pre-Sell Pit Passes
8:00 Pits Open – Tech Opens
10:00 Drivers Meeting
11:00 Practice Begins (Rotating PLM & SLM)
2:00 SLM **Qualifying** Tire Selection Begins
4:00 Practice Ends
4:30 All Enclosed Haulers removed from infield pit area
5:00 Tech Closes

Saturday, March 6

8:00 Pits Open
9:00 Drivers Meeting
9:00 PLM **Qual.** Tire Selection Begin
9:30 Tech Opens
9:30 Practice Begins (Rotating PLM/SLM)
11:00 SLM **Race** Tire Selection Begins
1:00 PLM **Race** Tire Selection Begins
1:30 Practice Ends - All Enclosed Haulers removed from infield pit area
2:00 **ALL** Qualifying Tires Released after haulers are removed from infield
2:00 All cars to tech
4:30 PLM Qualifying (top 24 locked in)
SLM Qualifying (top 24 locked in)
(Qual. tires of SLM cars locked in must be returned to impound)
7:00 PLM then SLM Qualifying Races
Local Features followed by PLM 125

Sunday, March 7

9:00 Pit Gates Open
10:00 Drivers Meeting
10:00 All Enclosed Haulers removed from infield pit area
10:30 Church Service
11:00 Qualifying Tires Released
11:15 All Cars to Tech and straight to grid
12:30 All Cars Must be gridded
Remaining Race Tires Released
1:00 Autograph Session
1:45 Driver's Introductions
2:00 Green Flag -
34th Annual Rattler 250

SLM & PLM: Tire, Qualifying and Race Procedures

Tire Procedures: Twelve (12) tires will be allotted for use during the SLM race and six (6) in the PLM race. Hoosier 2045's must be used for lefts and rights. Besides the tires on the car at the start of the race, teams may only use eight (8) more tires during the SLM race and two (2) more during the PLM race. All SLM tires for scheduled use during the feature must be purchased at the event and be placed in impound each night as directed by officials and/or these rules. You must start the race on the tires on which you qualified. **No tire may go into any trailer. All tires must remain outside in plain view!**

Note: **PLM's may take two spare tires to ONLY be used for APPROVED flats** (which do not count towards their 6 total tires). An official on pit-road must approve tire change for flat before the flat tire is removed from car!

Teams may only change two tires per caution period (not including the competition caution where SLM teams may change 4 tires). Swapping positions of tires that are already on the car is NOT considered a tire change.

Officials will inspect and inventory the tires you have in your pits before and after the race, as well as track your usage during the race. Any attempt to circumvent the tire usage rules, or the intent of the rules, will not be tolerated, and those in violation may be subject to maximum penalties. **Tires may be broken down for further inspection at any time.**

Qualifying tire selection will be done in Qualifying Order. Race tire selection will be done in reverse Qualifying Order.

Qualifying Procedures: Qualifying procedure will consist of one complete warm up lap and two consecutive laps for qualifying. Once you take the green flag that is your only attempt to qualify. The qualifying order will be the reverse order of the date of PAID Entry. If you do not qualify in your proper position, you will only receive one warm up lap and one qualifying lap and will not receive awards for your qualifying effort. **All SLM qualifying tires must be returned to impound after teams make the starting field on Saturday.**

SLM Starting Field: 1-24 from Qualifying...25-30 from Last Chance Race(s). 2009 Alabama 200 Weekend SLM winner Casey Smith and Viper Series Champion Bubba Pollard (PLM) are guaranteed a top 10 starting position in their respective features. If they fail to qualify for the event through qualifying or last chance race, the field will be expanded by one, to 31 cars. If they qualify for the race outside of the top 10, they will be placed in the starting line-up in 10th position and all other cars moved back one spot. The Promoter may add additional Starters and/or Promoters Options if necessary.

(See Reverse for Race Procedures)

Race Procedures:

1. **Initial Start and Re-Starts:** On all starts and re-starts the green flag will be displayed when the leader is at the line coming off of turn 4. There will be no passing to the left until the start finish line. Restarts will be **double file**, with lapped cars to the inside.
2. **Yellow Flag:** 1-125 Caution Laps Count (officials may use a "rolling red" for any excessive caution periods during this time), 126-250 Green Flag Laps only (In PLM 1-50 count cautions, 51-125 Green Flag only). There will be no racing back to the caution. When the yellow is displayed, all cars must slow to a caution pace and bunch up as quickly as safety allows so safety crews can work on track. All cars must **get single file and stay single file**. The line-up is frozen when the caution is displayed. If necessary, officials will make a call based on visual confirmation of positioning; if that is not possible, scoring for those positions will revert back to the last completed lap. Once the white flag has been displayed, and a caution situation arises, we will be racing back to the checkered flag. The yellow light and yellow flag will be displayed along with the green light and white flag, to inform teams there is a situation on the track, but the next lap will be the finish of the race at the checkered flag. (Only a red flag will be cause for a restart after a white flag.) **If you spin and a caution comes out and you are passed by the leader after the caution has been displayed, you will NOT lose a lap trying to get re-fired.** If you intentionally spin to avoid being lapped (as determined by race control) you WILL lose your lap. Also note, you may lose a lap on pit road (other than during the competition caution if you are passed by the leader while you are on pit road)
3. **Competition Caution:** There will be a Competition Caution at lap 125 for the SLM's. There will **not** be a competition caution for the Pro Late Model 125. Laps will stop counting. Cars may pit at that time, without losing a lap. All cars that do not pit will move forward and the cars that did pit will line-up behind them in the order they **entered** the pits. Teams will have 10 pace laps to return to the track.
4. **Cars Involved in the Caution:** Cars involved in bringing out the caution will go to the tail of the field. Only the initial cars involved will be required to go to the tail. Cars that spin or stop may get their spots back if they are able to continue and do not go to the pits. Race Control, exclusively, will determine responsibility for the caution and any cars that may be penalized by moving them to the tail. **NO penalties will be issued for spins in the first lap after a caution or red flag.** You may not spin the leader on the last lap to win the race (race control may place the offender to the tail of the lead lap cars in the final race results).
5. **Pitting Procedure:** Once the pace car collects the field under caution, all teams may pit first time by.
6. **Pit Road Speed:** The pace car will designate the pit road speed for cars on pit road, both entering and exiting. Cars may not pass the pace car at anytime (unless directed to do so by the race director).
7. **Red Flag:** All cars must stop as quickly and safely as possible when the red flag is displayed. Drivers may go to the pits for crews to work on their cars, but only **after** the officials have given them permission to do so. All cars that go to the pits under red must re-start at the tail of the field.
8. **Black Flag:** Cars that receive the black flag must go to pit road immediately. If you do not go to pit road, your scoring will stop until the situation is rectified. Check with your spotter for guidance from race control.
9. **Restart Line-Up:** The leader of the race may fire anytime between the line in turn 3 and the line in turn 4. The restarts will be double file with lapped cars to the inside and up front or at the tail. Lapped cars cannot be in the outside lane (unless they are at the tail). Lapped cars will not move to the inside until the flagman has given the two to go signal, and lapped cars will drop down at the line at that time. If you, as a lapped car, fail to drop down and try to later, you may not go back up and get what would have been your original restart position. Do not be confused by thinking someone is going double file when they are actually just going to the pits...wait for the two to go signal from the flagman and drop down then at the line. Single file restarts in the last 15 laps, with lapped cars at the rear. *At the end of any caution period, any cars that are at the tail of the lead lap, behind the pace car but in front of the race leader will be directed to pass the pace car and return to the tail of the lead lap cars, thus ensuring that the leader of the race will always start the race at the head of the field.*
10. **Restart Speed/Pace:** The leader should gradually and steadily increase his pace after the pace car has dropped off in the backstretch. No slowing, brake checking or decrease in acceleration rate. **Begin increasing the speed when the pace car pulls away.**
11. **Lucky Dog:** At the time the caution comes out, the first car behind the leader 1 lap down will be deemed to be the Lucky Dog (as long as he is not the cause of the yellow) and announced accordingly. He will stay in his position throughout the caution period (he may pit if he elects to), until the flagman displays two to go, and then proceed around the pace car to restart on the tail of the field. No Lucky Dog will be awarded in the last 10 laps of the race.
12. **Slow Cars:** Slow cars must stay on the bottom in the presence of lead lap cars during the race. Lapped cars that create problems for lead lap cars may be penalized. Lapped cars should let the leaders go by on the outside and then resume racing. Lapped cars that are repeatedly passed on the inside during the race may be penalized. Cars fighting to stay on the lead lap are not forced to yield to the leaders until they have been passed by the leader.
13. **3-Spin Rule:** a car may be black flagged if they are responsible for three cautions as a result of 3 solo spins.
14. **Two Scoring Systems:** Transponders will be used for scoring. Teams must return the transponder to a scoring official before leaving (\$400 Penalty if not returned). There are also scorers in the tower doing lapped cars and line scoring.
15. **Spotters:** Spotters are required to be in the designated spotters stand during racing activities. Spotters must have the ability to listen to race control via a standard electronic scanner at all times during the event. The frequency is _____. Drivers should keep your spotters patient and polite; spotters keep your drivers the same.
16. **Post Race:** The top five finishers must go to the front-stretch immediately following the completion of the race.

(Please Note: Race officials have the right to alter the rules or procedures at their discretion for cause or to ensure fair competition.)