

Willamette Speedway
2025 Limited Late Model Rules

Tech Officials have final say in all decisions.

Safety

- *Fire Suits* – A fire-resistant suit designed for auto racing will be **REQUIRED** at all times that the car is on the track. A one- or two-piece fire-resistant suit is permitted. Fire resistant shoes are **REQUIRED**. Socks, gloves, and head socks are **HIGHLY RECOMMENDED**. The highest quality suits are recommended for all drivers.
- *Helmets, Head and Neck Restraints* – Snell rated SA2015 or newer helmets are always required when the car is on the track. (M rated helmets are not permitted). It **HIGHLY RECOMMENDED** that drivers utilize SFI approved helmet skirts, neck, and head restraint systems.
- ○ *Seat Belts* – Minimum 3-inch-wide and minimum 2-inch-wide shoulder belts, SFI approved five-point safety belts are **REQUIRED**. Center crotch belt must be used and must be mounted to the roll cage seat mount. All belts must be mounted securely to the main roll cage. Must complete matching set from manufacturer. Must be replaced every 2 years.
- *Seat* – A professional racing seat is required. Seat must be mounted with a minimum of 3/8-inch grade 5 bolts. It is **HIGHLY RECOMMENDED** for seat to provide rib protection, have leg extensions and have head rest on both sides. No fiberglass, plastic or homemade seats are permitted.
- *Raceivers are mandatory. No 2-way radios permitted.*
- *Window Net* – Rib style or mesh is allowed. Must be permanently mounted at the bottom and have an approved quick release at the top. Must be in good condition. ○ *Fire Control* – All entrants must have a fully charged 10-lb Halon 1211, Haltron-1 or equivalent fire extinguisher in their pit.

- *Fuel Cell/Line* – Fuel cell shall be securely mounted. Recommended to be a minimum of 10 inches from the ground at all times. AF steel framework, welded to the frame rails, must be used to mount the fuel cell. A fuel cell protector bar made from a minimum of 1-1/4inch x 0.09 steel tubing is required. Fuel cell protector bar must attach to the frame rails and extend down below the fuel cell with a center bar that attaches to the rear frame cross member. Fuel pump must mount in stock location. Fuel lines must be encased in steel where running through the interior. Glass fuel filters are not permitted.

Class Specific

Weight

- Car and driver minimum weight 2350 lbs. after race with driver for the four bar rear or swing arm suspensions. 2300 lbs after race with driver for cars on three link and leaf rear suspensions.

Body

- Maximum body width, measured at rear of car is 82"
- Maximum body height, measured at rear of car is 42"
- Roof is optional
- Wedge nose is permitted
- Sideboards are allowed. A 10" sideboard with a 4" bend at 90 degrees at top of boards. Boards must be CLEAR Lexan and mounted on the LEFT SIDE ONLY. Sideboards will NOT extend forward of the back of the drivers seat and will be no further rearward than the top of the rear spoiler at max rear adjustment.
- Center of axle to back of body maximum of 52".

Shocks

- One unaltered shock and spring per wheel. Schrader valves are permitted.
- No bladder/bulb type shocks permitted
- AFCO 1300 Series Aluminum bodied shocks are permitted. All other aluminum bodied shocks are illegal.

- Koni, Pro, and Bilstein steel body shocks are legal.
- No titanium or magnesium. (Except in hubs)
- No Bump Stops
- No Stacked Springs
- No Sliders
- NO Spring Rods
- #Shrader Valves Are permitted.

Wheels and Tires

- Aluminum wheels are permitted
- Bead lock wheels are permitted
- *Asphalt racing slicks only. NO DIRT TIRES.*
- *Front tires MUST be American Racer EC21 or EC 84 OR Hoosier 3025 3035 or 3045.*
- *Rear Tires MUST be American Racer EC84 OR Hoosier 3035 or 3045.*
- *American Racer A153 can be used on front and rear.*
- Max tire width 11.5 inches

Motor

- 23-degree (+ or – 2-degrees), steel blocks only! NO ALUMINUM BLOCKS!
- LS motor is allowed. 5.3, 5.7, and 6.0 are legal. If using the LS you must use STOCK injection, stock manifold, and stock coil packs.
- Dry Sump systems are allowed.

All Cars

- Must have muffling device resulting in 95dba at 100ft. Super traps to be used only with another muffling device. Must have pick up hook, hoop, or chain. Must be self-starting, with full size battery that is secured. Positive battery terminal must be covered. Must have clutches, except in Hornets that have automatics. All added weight must be bolted to the frame with a minimum of two ½ inch bolts. All added weight and drivelines must

be painted white, with the driver's number clearly written on the objects. Any rub rails must be 1-inch from the body. Bumper ends must be inset 2 inches from the outside edge of the tire and must be smooth. No sharp edges are permitted. Must have track approved floorboards. Acceptable appearance of the car will be managed by the tech official. Numbers must be minimum of 18-inches tall, displayed on roof and both sides of car. Number on side of car must be in center of the side door. Must have 5-inch numbers on front and back of car.

Conduct

- The following actions will result in suspension: use of nitrous oxide, alcohol, or drug use, dumping gas, oil or chemicals, use of traction device of any kind or going into another pit spot in anger. NEVER approach the flag stand, your concerns will be dealt with after the races. Result of approaching the flag stand will be a 2-race suspension. During the race: work on car during yellow, must be done in pits, no work on any cars during red, all tire changes must be done in pits.

In keeping with Willamette Speedway's commitment to maintaining proper balance in the competition arena, it may be necessary for Willamette Speedway to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition. Willamette 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.