

Willamette Speedway

2025 General Rules/Format

Tech Officials have final say in all decisions.

Technical Inspection

A) Technical inspection will be held at an area designated by the technical inspectors, and all cars must sign in and pass through technical inspection before going out onto the track. No exceptions. Failure to follow this procedure may result in forfeiture of qualifying time.

B) All race cars must pass through technical inspection before driver's meeting. ALL race cars must pass technical inspection before a technical sticker is issued.

C) Any changes or alterations required must be completed, and the race car returned to technical inspection before Hot Laps. No sticker means no Hot Laps. No exceptions.

D) After a race car has passed technical inspection, and sticker has been issued, no alterations may be made to the race car. Any changes to spoiler height, deck height, quarter panels, doors or any other part of body will result in loss of qualifying time or loss of position in either Heat Races or B-Mains.

E) Spot-checks can be made by the technical inspector at any time, and penalties will be applied to cars found illegal after tech stickers have been issued. All race cars are subject to be inspected by the Series Technical Director at any time during the event.

F) Any race car found to be illegal, as a result of changes, on the starting grid for the AMain or a B-Main, will be changed back to legal and start from the rear. Changes may not be made on the grid, car must return to the pits. Failure to follow this procedure will result in immediate disqualification, and the grid being filled with the next alternate.

i) If a driver decides that changes need to be made to his car (such as changing tires) once it has been put into position on the starting grid for the feature, he may not leave the grid to make changes until the field has been sent off on the warm-up lap. It is the driver's responsibility to return before the one-to-go signal has been given in order to start from the rear. No exceptions.

G) Rear car cover is allowed. It must remain on the rear of the car, and must be fastened to the rear T-bar and cannot exceed outside of the rear quarter panels. The cover must be removed prior to leaving pit stall.

Drivers Meetings

A) It is the responsibility of ALL drivers to attend the drivers meeting. In most circumstances, the drivers meeting will be held prior to hot laps at the track pit board.

B) Any rule, format or schedule changes will be discussed at the drivers meeting.

C) ALL DRIVERS will be responsible for information discussed at the drivers meeting. The drivers meeting is not a social gathering. Driver and/or team representative attendance and attention are mandatory.

Time Trials

A) Drivers must time trial in the order that they drew. If the driver misses their time trial qualification spot for whatever reason, the driver will only receive one qualification lap at the end of the time trial line. If the driver uses this option the driver cannot start better than the first non-transfer spot in a heat race.

B) If four cars are transferring, the highest starting position will be fifth.

C) It is the drivers/team's responsibility to be in their qualifying spot on time, in most instances, qualifications will be immediately after hot laps. If you are one of the drivers/teams that draw an early

number, you need to be ready to be in line first. Be ready to be in line as soon as the last hot lap group finishes on the track.

D) Group qualifying format will be used with four (4) heats or more.

E) Cars will qualify two laps back to back. Once the green flag is given to the driver to start the qualification run, there will be no wave offs. Drivers exiting the track for whatever reason will not be allowed to return to qualify.

F) Cars will either be weighed before or after qualifying, depending on the layout of the current racetrack, and will be determined by the Series Officials. All cars that are judged to weigh light crossing the scales after qualifying will lose their qualifying time and will start at the rear of a heat race. If there is more than one car that has been judged light, those drivers will be lined up at the rear of the heat races by the qualifying order.

G) Remember that all cars must cross the scales at their sticker weight during Time Trials. There is no burn-off allowance for Time Trials.

Race Format

A) Time Trials/Qualifying will determine the lineups for Heat Races. All Drivers must run a Heat Race or B-Main Race in order to transfer to the A-main. Heats will be ten (10) laps unless otherwise notified in the drivers meeting.

B) The number of Heats to be run will be determined solely by the Series Director, and will depend on the number of cars present, track conditions and the race track concerned.

C) Depending upon the number of heats, either the first three finishers from six heats or four finishers from four heats, will transfer to the A-Main. All other Drivers, in order of Heat finish, will go through to B-Main.

D) All heat races and main events will have a one minute per lap or the scheduled number of laps. Example late model feature will be 40 minutes or 40 laps

E) Breakout Rule: All Willamette Speedway house classes will observe "Breakout Rule".

1. This will include Late Models, Limited Late Models, Street Stocks and Hornets.

2. The standard for the "Breakout Rule" is based off of your official qualifying time as determined in qualifying for each event

3. Once you have an established qualifying time, if you go faster by 0.800 seconds or more AND are the LEADER of a heat race or main event, a caution will be thrown and you will be sent to the rear of the field. A caution will be charged to you as well.

4. Exceptions to the "Breakout Rule" are as follows:

a. You ask the race director to surrender your qualifying time due to mechanical issue, poor driving performance, etc. knowing you will breakout. Once you surrender your qualifying time, you will not be eligible for breakout. You will start at the back of heat race and any main events. You will not be eligible for passing points.

b. Track conditions yield faster lap times for majority of the field in which we have multiple breakouts.

5. If you already have one charged caution (i.e. spinout, wreck, etc.) and you breakout after the charged caution as the leader, that will count as your second caution. You will then be asked to exit the racing surface.

6. You CAN be penalized more than once in an event for breaking out.

Heat Race & B-Main Assignments

A) No car will be allowed to change Heat Race or B-main assignments. If it is deemed by the series officials to be a rare and or uncontrollable circumstance, the series reserves the right to allow someone to change their assignment but will start from the rear. Only in rare circumstances will this be allowed by the series director.

Pre-Race Staging

A) Any driver that arrives late to a staging area, either in the pits, or on the track, may be required to start that event from the rear of the field. That shall include but not be limited to: Time Trials, Heats, B-Mains.

Drivers Introductions & A-Main.

A) A brief tech inspection can occur before each event. It is the driver's responsibility to be in line early enough to pass through this technical inspection prior to Time Trials, Heats, B-Mains & the A-Main. If the driver is not in line early enough to pass through tech, this will result in starting the rear of the field or missing that event.

Race Procedures and Rules

Flagging Procedures

A) Standard flagging procedures will be used for each event. If, for any reason, the race is run one lap short or long, the race is officially over when the checkered flag falls.

B) After an on-track incident, the car or cars that come to a stop on the racetrack that were involved in the incident will be sent to the rear before the restart. Any cars that stop or spin out to avoid running into an incident may be allowed to keep their position in the line (at series officials discretion). Cars that were running on the lead lap will be sent to the tail of lead lap cars.

Starts

A) All original starts will be double file and start at the start cone and/or chalk line placed midway between turn four and the starter's stand. Front row should approach the start cone at a moderate pace, keeping nose pieces as even as possible. Once the front row reaches the start cone, they may accelerate and the race will be underway. Any driver jumping the original start will be warned for the first offense, second offense - the driver will be moved back a row.

B.) If any driver is penalized to the rear of the field before one (1) complete lap is scored, the remainder of the field should move straight up for double file start. No crossover of the field for re-line ups, unless there are three (3) or more cars missing from a row, then field will be crossed.

Brake Checking

A) Brake checking on a start or restart will not be tolerated. If you change your pace coming to the green flag on a start or restart and cause damage to another car, you will be subject to disqualification from that race with no warning.

Cautions on First Lap

A) Once the green flag drops, the race is officially underway. On the original start and before one complete lap is scored, if only one car is involved in a caution and stops on the track, that car will restart from the tail. If more than one car is involved in a caution before one lap is scored, all cars involved in the caution that came to a stop will receive their original starting positions, provided there are no penalties to be assessed.

Caution Procedures After First Lap

A) In the event of a caution, the car, or cars, involved in the incident that comes to a stop on the race track, will be sent to the rear. All cars that are indirectly involved in the accident (spinning or stopping to avoid the wreck) will be given their position back.

- B)** In the event of either a caution or a red flag, after one start has been attempted, any car that goes into the pits will rejoin the field at the rear.
- C)** With 5 laps or less remaining, in the event of a caution, all lapped cars will line up for the restart at the rear of the field by position on the racetrack, and according to the previously completed lap.
- D)** In the event of a caution, since there will be no racing back to the yellow flag, the field will line up for restarts in the order of the last completed green flag lap. In order to retain position, a car must have been in position for one scored green flag lap.
- E)** Laps will count when the leader plus three cars cross the finish line.
- F)** Any driver that spins or stops and is charged with a caution, for the reason of being lapped or is about to be lapped by the leader, and brings out the caution may be scored one lap down from that point onwards in the race. You can be notified by race receiver, series/track official or both.
- G)** Any driver, or any member of any team who works on the car during a caution, while the car is still on the track will be judged to have made a pit stop, and will be sent to the rear. Only track or series officials may work on cars on the track, and if the officials are unable to fix a problem, they may send the car to the pits. This rule also applies in the event of an accident. Do not get out of your car unless you are prepared to resume the race at the rear of the field.
- H)** All cars pitting under caution in the Heat, B-Main or A-Main will be allowed to re-enter the race and will be scored as long as they make the one to go or restart signal. All cars that miss the one to go or restart signal will WAIT until the next caution to re-enter the race. NO cars will be allowed any re-entering of the race once the entire field has gone by the flag stand after a restart. We reserve the right to amend this policy as needed or dictated by the layout of a given racetrack.
- I)** All drivers making a green flag pit stop during the Heat, B-Main or A-Main will NOT be allowed to re-enter the event until the next caution. Drivers will get two courtesy laps to change a flat tire. The courtesy laps begin to count when the official starter indicates that the field is safe and all cars are out of danger. Drivers will re-join the event at the tail of the lap they are scored as long as they make the one to go signal restart.
- J)** A designated hot pit area will be announced at the drivers meeting. At tracks where the layout allows for a distinguished hot & cold pit area, cars entering the cold pit area during an event will not be allowed to re-enter the track unless they return before the one to go. There will be NO courtesy laps awarded in the cold pit area.
- K)** Once a caution is thrown, cars must slow down. The field will be put into correct running order in a single-file line. ALL cars one lap or more down to the leader will be placed at the rear of the single-file line. Once the correct running order is established the field will be placed in double-file restart order. The leader of the race will be placed alone in front of the field. Second place car must signal to pre-designated on-track official, choice of either inside or outside. Rest of field will line up double-file.
- i)** EXAMPLE #1: Second place driver chooses inside. Third place driver goes outside of second place, fourth place driver goes inside, fifth place driver goes outside of fourth place driver, etc.
- ii)** EXAMPLE #2: Second place driver chooses outside. Third place driver goes inside of second place driver, fourth place driver goes outside, fifth place driver goes inside of fourth place driver, etc. Once field is properly aligned, you will be given the one to go signal.
- L)** Any driver that stops on the track in order to cause a caution WITHOUT CAUSE is subject to being black-flagged from that event. Causing a caution for the avoidance of being lapped, to gain a restart, or any other reason not related to a mechanical difficulty will be considered WITHOUT CAUSE.

Red Flag Procedures

- A)** Under red flag conditions, all race cars must come to a complete stop on the race track.
- i)** Unless directed to by the Race Director or series official, any driver that moves his race car under red flag conditions will be black-flagged and sent to the pits. That driver will not be allowed back on the track and no longer scored for the remainder of the race.

ii) Teams are not permitted to work on any race car during a red flag, on-track or in the hot pit area. Any team that works on a car during red flag conditions will be black flagged. That driver will not be allowed back on the track and no longer scored for the remainder of the race.

Restarts

A) Delaware style double-file restarts - defined as leader alone on front row with remainder of the field double filed behind the leader. Second place will have the choice of inside or outside lane.

i) Delaware style double-file restarts will be used until three remaining laps of any preliminary event.

ii) Single-file restarts will be used within three remaining laps of any preliminary event.

iii) Delaware style double-file restarts will be used until ten or less remaining laps of any A-Main event that is fifty laps or more in total distance.

iv) Delaware style double-file restarts will be used until five or less remaining laps of any A-Main event that is less than fifty laps in total distance.

v) Series officials reserve the right to forgo use of Delaware style double-file restarts at any time.

B) All restarts must be nose to tail. Leader may accelerate exiting turn four at a moderate pace approaching the start cone. If leader accelerates early, defined as accelerating anywhere other than the exit of turn four, the leader will be warned for first offense – second offense they will be moved back a row. Drivers, other than the leader, may not pass until they have passed the start cone. Doing so will be considered a jump-start and result in positions being docked by however many cars you pass plus two at the next caution period or at the end of the race. Any driver (including lead car) passing to the inside of the start cone or hitting the start cone will be penalized one spot at the next caution or at the end of the race.

Spin Rule

A) Any driver that is involved in two single car incidents resulting in a caution will be black flagged from that event and sent to the pits.

Penalties

A) There is a distinct difference between being given the black flag and being disqualified.

i) Black Flag - means that you have been sent to the Pits and will take no further part in the current race, whether it is a Heat, B-Main or Feature. Your car will not be scored from the Black Flag time onwards.

ii) Disqualification/Disqualified - means that you will not be allowed to take any further part in the competition from that point on within a given event. No Points or Prize Money will be awarded in the event of a Disqualification whenever it occurs during a particular event.

On Track Penalties

A.) No changing tires on the grid and no changing tires in the pits once the grid is released for an initial start.

B) The following penalties will be applied after normal caution procedures have been followed, unless special circumstances apply:

i) Under green flag or caution flag conditions, the Series Director reserves the right to invoke penalties or suspensions of any driver whose actions are deemed to be overly aggressive, or fall into the category of “rough driving.” Drivers will be notified of any penalties that have been levied by the Series Director. All decisions shall be final.

***Note:** This rule is not intended to eliminate competition or accidental contact; however, it is intended that deliberate contact and/or over-driving, will be penalized.

ii) Any physical confrontation, either on the race track or in the pits, will result in the aggressor or aggressors being suspended for the next three events or payment of a \$1,500 fine PLUS the loss of 300 points. A second offense will result in suspension for the rest of the season.

1) Any driver who enters another driver's pit area will be deemed the aggressor. Away from the driver's pit area, both drivers may be considered aggressors. Drivers should be aware that they will be held responsible for any members of their race team, and the above penalties will apply even if the driver concerned is not directly involved.

iii) Any incidents that occur during the last three championship events of the season could result in penalties being applied at the beginning of the following season.

iv) Any incidents that are judged to be "deliberate acts of aggression", whether on or off the track, under green or caution, will result in disqualification.

v) The Series officials reserve the right to increase the above penalties, depending on the severity of the incident.

1) Any car that deliberately causes a caution, in the judgment of the Series official or other officials, after the pace laps have been started, or under green flag conditions, or as the race is about to go back to green will be scored one lap down. An exception may be made in the event of a flat tire. At all events, a minimum of two courtesy laps will be given for a flat tire. If a car is black-flagged, it will not be scored from that point on. Failure to leave the track after being black-flagged may result in disqualification.

Time

A) All Events will be conducted according to schedule in a timely manner. A-Mains will be started by 10:00 p.m. whenever possible. Schedules will be posted in the pits, as will lineups and Time Trial orders. It is the driver's responsibility to adjust their workload accordingly and be ready when called.

B) As a general rule, from the end of a previous event on the track, drivers will have a maximum of ten minutes to be in position, either on the grid or in the staging area, for the next scheduled event. During Heat Races, drivers must be in the staging area before the end of the previous Heat. For the A-Main, Driver Introductions will begin at the end of the ten-minute call time period. If a driver is not in position by the required time during the program, he/she will start from the rear of the field.

C) Cars must be presented for technical inspection when requested to do so by the technical inspector or Series Director. Delays in getting technical inspection completed, or refusal to unload in a timely manner will result in offending drivers being denied Hot Laps.

Weigh-In

A.) All Cars will weigh in at the scales immediately before, or following, their Time Trials laps, as per the weight rule and track layout. The transferring cars must weigh in immediately following their Heat Races, and B-Mains.

B) Following the A-Main, all cars that finish the race must cross the scales and weigh in correctly. This includes the winner, who must weigh prior to any winner's interview or presentation held on the front straightaway.

i) All cars must proceed directly from the racetrack to the scales. Any detour, to anywhere, may result in disqualification or the offending driver being relegated to last place. After Time Trials, any detour will result in loss of time. Should any car stop on the way to the scales, and be touched by anyone other than a race official, the driver will be disqualified. No exceptions.

C) Any car that does not meet minimum weight after Time Trials will result in loss of time and start at the rear of their assigned Heat Race.

D) Any car that is light at the scales following a Heat race, B-Main or A-Main will be relegated to last place for that race.