

2026 WILLAMETTE SPEEDWAY RACE FORMAT

NASCAR DIVISIONS

FORMAT STRUCTURE:

1.) QUALIFYING: All competitors will receive 2 timed qualifying laps. We will record the best of the 2 laps. This will be your official qualifying time to be used for the event.

A.) Qualifying order will be based off of pill draw in My Race Pass during competitor sign in.

B.) You MUST qualify in your designated slot. If you miss your slot, you will be afforded one (1) lap at the end of your class. If you miss your class, you will be not given a qualifying attempt or time. You will start at the back of heat race.

C.) Qualifying points will be determined by car count. For example, if 20 cars are entered, quick time will earn 20 points. each position will drop by one(1) point per position. DNQ or tech infraction will result in zero (0) points.

2.) DASHES: Each class will feature the top four (4) qualifiers in each class. Dashes will pay no points and have no bearing on race formats for the remainder of the night, unless otherwise stated. Each dash will be four (4) laps in length. Dashes subject to cancellation if time restraints become a factor.

3.) HEAT RACES: Each class will run heat races eight (8) laps in length.

A.) FORMAT: All heat races will utilize a 6 car staggered invert. For example, fast time (Q1) will start P6 in heat 1, Q2 will start P6 in heat 2, etc. Below is structure for 20 car field.

HEAT 1	HEAT 2	HEAT 3
Q16 Q13	Q17 Q14	Q18 Q15
Q10 Q7	Q11 Q8	Q12 Q9
Q4 Q1	Q5 Q2	Q6 Q3
Q19	Q20	

B.) Maximum 8 cars per heat race, unless otherwise needed.

C.) HEAT RACE POINTS:

FINISH POINTS: Ten (10) points to winner. Decreases 1 point per position.

PASSING POINTS: One (1) point per position from official posted lineups. Cars electing to or forced to start from back are not eligible for passing points.

4.) Qualifying and heat race points will not be factored into NASCAR State, Regional or National Points

(per NASCAR). Qualifying points, heat race points and main event points will all be used for Willamette Speedway season track points.

5.) MAIN EVENT FORMAT: The top ten (10) from qualifying and heat race points (finish and passing) will be inverted for the top ten (10) starting spots in the A Main Event. Willamette Speedway will start no more than 20 cars in an A Main Event. If less than 20 cars, positions eleven(11) through twenty (20) will line up straight up off of qualifying and heat race points. If more than 20 cars are entered for a class, the top ten (10) will be locked in as stated above. Positions eleven (11) thru sixteen (16) will be locked into the A main event. Seventeenth (17th) and back will compete in a 12 lap LCQ (last chance qualifier) and the top 4 finishers will tag the back of the A main event.

6.) MAIN EVENT TIME LIMITS: Every main event will be number of laps versus time limited. For every lap your main event is scheduled, you will have one (1) minute of time limit. For example, a thirty (30) lap main event will have a time limit of thirty (30) minutes. Official event time starts at the initial green flag. Time under caution or red flag will count towards event time.

7.) MAIN EVENT POINTS:) "Points will be awarded based on number of cars in the field for the feature race. The winner of the race will be awarded 2 points per car up to 16 cars, and receive a winner bonus. If the event has more than 16 cars, the winner will be awarded 32 points. Each finishing position after that will decrease by 2 points, with 16th position and lower being awarded 2 points." NASCAR RULE

8.) WINNER BONUS STRUCTURE: Winner bonus structure is based on starting position.

1st - 4th = 0 points

5th - 8th = 2 points

9th - LAST = 4 points

NASCAR RULE

9.) POINTS TABULATION, RECORDING AND REPORTING:

All points will be tabulated weekly by Race Director and scoring officials. Any post race adjustments for any reason will be handled immediately. Willamette Speedway will post all points for the weekend no later than Monday following event and report to NASCAR.

10.) POINTS PENALTIES:

Any penalties affecting award of points in each event will be consistent via Race Director, Tech Director and Promoter. Promoter has final decision.