



POWRi Division – II Midget Series Rules

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I. GENERAL RULES

A. Improper Language or Conduct

1. No participant will be allowed to use improper language to a race official at the track.
2. No participant shall strike or cause bodily harm to any person at the track.
3. No participant or member of his/her pit crew is to approach the flagman or scorers during a race. Any problem is to be taken to the Director of Competition.
4. Guns or other weapons will not be allowed on any person at the track or at any organization activity.
5. All decisions at the race track will be left to the discretion of the Director of Competition.

B. Minimum Age Requirements: All drivers competing in POWRi National Midget sanctioned events must be sixteen years of age or older. Exceptions to this rule may be made for drivers with adequate racing experience as determined by the Director of Competition.

C. Physical Condition of Driver

1. POWRi strongly encourages all drivers to get an annual physical exam before the first race of the season.
2. No participant will be allowed to compete if it is evident that he/she shows signs of exhaustion, intoxication, or other potential physical incapacities which make him/her a threat to the well-being of himself/herself or his/her fellow competitors. The Director of Competition may rule that a driver is not able to participate.

D. Intoxicants or Drugs: No owner, driver, or pit crew member shall be found to be under the influence of intoxicants or drugs while on the race course or in the pit area. No liquor or drugs will be used while in the pit area before or during a race program. Anyone found guilty of this infraction will be removed by security from the designated area.

II. GENERAL RACE PROCEDURES AND RULES

A. Pill Draw: All entrants must participate in pill draw in order to determine the heat race line ups or qualifying order.

1. The designated time for pill draw will be posted at the track.



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2. If a participant fails to draw within the designated time:
 - a. The participant will not receive passing points if the event format calls for heat races. The participant will only receive finishing points from the heat race.
 - OR
 - b. The participant will qualify last if the event format calls for qualifying.
 3. Only one pill may be drawn per entry.
- B. Event Format: The event format will be left to the discretion of the Director of Competition and will be posted at the track.
1. All full race programs shall be run in the following order:
 - a. Option 1: Passing Points Format
 - i. Pill Draw in lieu of qualifying to determine line up (No Qualifying)
 - ii. Heats
 - iii. Qualifiers (Optional)
 - iv. Trophy Dash (Optional)
 - v. Semi-Feature (Optional)
 - vi. Feature
 - b. Option 2: Qualifying Format
 - i. Qualifications (Optional)
 - ii. Trophy Dash (Optional)
 - iii. Heats
 - iv. Semi-Feature (Optional)
 - v. Feature
- C. Passing Points Format
1. Passing points will be based on finishing position and cars passed.



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2. The participant will not receive passing points if he/she does not partake in pill draw. The participant will only receive finishing points from the heat race.
 3. The top 16 in passing points from the heat races will automatically transfer to the A-main. The number of cars that automatically transfer to the A-main from the heat races may be adjusted by the Director of Competition.
 4. The balance of the cars remaining will be lined up in subsequent consolation events based on passing points.
 5. The top finishing cars based on their finish will be lined up behind the cars that have already qualified for the main event. The amount of cars taken out of each consolation event will be determined by the Director of Competition.
- D. Qualifying Format
1. Qualification order will be determined by pill draw.
 2. Any participant that does not participate in pill draw will automatically qualify last.
 3. Any participant not ready to qualify when it is their turn will be penalized one lap.
 4. Participants not in the proper qualifying order will be moved to the rear of the field and penalized one lap.
 5. Qualifying is based on two consecutive laps, the faster counted as the official time. Heat races are then to be lined up according to the official times in an inverted, staggered manner.
 6. In the event of a tie, the tie will be broken using the second fastest lap time. Should the second fastest lap time also result in a tie, the result will be decided in the favor of the participant who qualified first.
- E. Warm-Up Laps: The Director of Competition will determine and explain warm-up procedures at the driver's meeting at each track. These will differ depending on track conditions and Promoter's options.
- F. Flag Signals
1. Green Flag indicates START, course is clear.



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- a. **A DRIVER MAY NOT EXIT HIS/HER CAR WHILE ON THE TRACK DURING GREEN FLAG CONDITIONS.**
 - i. Exceptions to this rule may be made for safety issues.
 - ii. The Director of Competition will determine if the driver exited his/her car for a safety issue.
2. Yellow Flag indicates CAUTION, slow down and maintain one's position.
 - a. The yellow flag will be displayed in the event of an accident or an unfavorable condition on the course. In the event of the yellow flag being displayed, the leader of the race is required to slow down to parade lap speed and the balance of the field will close in behind him/her in the order in which they crossed the start-finish line on the last scored lap.
 - b. The green flag will not be displayed until the field has been completely closed up and the course is clear. When the green flag is again displayed, the race will be resumed all around the course.
 - c. **A DRIVER MAY NOT EXIT HIS/HER CAR WHILE ON THE TRACK DURING YELLOW FLAG CONDITIONS.**
 - i. Exceptions to this rule may be made for safety issues.
 - ii. The Director of Competition will determine if the driver exited his/her car for a safety issue.
3. Red Flag indicates STOP, race is halted. The Director of Competition will determine whether the Red Flag condition is open or closed.
 - a. Closed Red: Work on a car will be permitted during a closed red in the designated work area, but the car must be ready to resume racing when given the order and must start at the tail. Cars not back on the track before the one-to-go will not be permitted to resume the race.
 - b. Open Red: Work on a car will be permitted during an open red on both the track and in the designated work area, but the car must be ready to resume racing when given the order. Cars not back on the track before the one-to-go will not be permitted to resume the race.



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- i. Any work done on a car requiring a jack must be done in the work area during an open red.
 - ii. If a car goes to the work area during the open red, the car will start at the tail.
4. Black Flag indicates STOP NEXT LAP. Car will not be scored if it does not stop on the next lap.
5. White with Red Diagonal Flag indicates Ambulance Flag; an ambulance is on the track. Reduce speed and proceed with extreme caution.
6. Royal Blue with Orange Diagonal Stripe indicates a lapping competitor is attempting to pass, give him/her consideration.
7. White Flag indicates Entering the Last Lap.
8. Checkered Flag indicates Race Completion.
- G. Method of Starting: All races will be started with the flying start. The green flag will signal the start of the race.
- H. Starting Speeds
 1. No cars will hot lap or pass the designated pace car prior to the start of the race.
 2. In the event the first row fails to properly address the starting line, whichever car or cars are involved shall be moved to the rear of the field at the discretion of the Director of Competition.
 3. In the case of a start using a pace car, the pace car will leave the track before the starting lap and the lead pole car shall approach the starting line at a consistent speed, in accordance with track conditions and as required to keep the field in formation.
 4. In the event a pace car is not used, the lead pole car will set the pace, which shall be slow and consistent, in accordance with track conditions and as required to keep the field in formation.
 5. **NO DRIVER MAY DELIBERATELY IMPROVE HIS POSITION UNTIL THE GREEN FLAG IS DISPLAYED.**
- I. Initial Starts
 1. Initial starts will be double file unless the Director of Competition specifies otherwise.



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2. The leader sets the pace for a start. All starts occur coming out of turn four.
 3. Any participant failing to take his/her proper starting position, deliberately obstructing a fellow competitor from taking his/her proper starting position, or intentionally delaying the start of a race event will be moved to the last running position.
- J. Restarts
1. Restarts will be single file unless the Director of Competition specifies otherwise.
 2. In the event of a yellow flag, cars will restart according to the last completed lap.
 3. In the event of a red flag, cars will restart according to the last completed lap.
 4. Stopping on the Track: A car that stops for any reason under green flag conditions will be placed at the tail of the field for the restart. Exceptions to this rule will be made for safety issues. The Director of Competition will determine if the stop was made for a safety issue.
 5. 360 Spins: The offender will be sent to the tail of the field for the restart.
 6. Accidents: Cars involved in an accident will restart at the rear of the field according to the running order they were in on the last completed lap.
 7. Exiting the Track: If a participant exits the track for any reason during the race, he/she must restart at the tail of the field if permitted to resume the race. Exceptions to this rule will be made for safety issues. The Director of Competition will determine if the stop was made for a safety issue.
 8. If two or more competitors engage in any combination of the events named in numbers 4 through 7 immediately above on the same lap, the participants will restart at the rear of the field according to the running order they were in on the last completed lap.
 9. Any participant failing to take his/her proper restart position, deliberately obstructing a fellow competitor from taking his/her proper restarting position, or intentionally delaying the restart of a race event will be moved to the last running position.
 9. The leader sets the pace for a restart. All starts and restarts occur coming out of turn four.



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10. Participants cannot pass other competitors until they pass the cone on the front stretch. If a participant brings out the yellow flag because he/she passed another competitor before the cone, the participant will lose two positions on the restart.
 11. Competitors cannot hit the cone. If a participant brings out the yellow flag because he/she hit the cone, that participant will forfeit two positions on the restart.
- K. Backup Cars
1. The use of a backup car must be approved by the technical director.
 2. A backup car does not have to be part of a team's original equipment. However, the backup car cannot have already competed in the event.
 3. If a driver changes cars prior to his/her scheduled heat race, that driver will start in the position designated to him/her on the official heat line-ups.
 4. If driver changes cars at any point after his/her scheduled heat race, that driver will start at the tail of the next scheduled event that he/she has been locked into.
 5. Once a race has commenced, a driver cannot change cars for that race after one scored lap has passed.
 6. If a backup car is utilized, a driver change will not be permitted for the remainder of the event.
- L. Changing Drivers
1. If a car changes drivers prior to its scheduled heat race, that car will start in the position designated to it on the official heat line-ups.
 2. If a car changes drivers at any point after its scheduled heat race, that car will start at the tail of the next scheduled event that the car has been locked into.
 3. If a car changes drivers, the use of a backup car will not be permitted for the remainder of the event.
- M. Work Area: The designated work area will be determined by the Director of Competition at each track. The designated work area may be utilized under yellow or red flag conditions. Under yellow or closed red conditions, once a car arrives in the work area, the car must begin its return to the track within sixty seconds or before the one-to-go of the same lap in which the car exited the track.



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1. The car will restart at the tail of the field.
2. If a car exits the track and does not return within sixty seconds or before the one-to-go of the same lap in which it exited the track, the car will not be permitted to resume the race.
3. If a car exits the track and one or more laps are completed in its absence, that car will not be permitted to resume the race.
4. If the number of times a car utilizes the work area impedes the race, the car will be prohibited from completing the race. Each car will receive sixty seconds the first time in the work area, after that you must be ready by the one to go.
5. There will be no opportunity to work on a car under yellow flag conditions during any event until after the heat races.

N. Stopping on the Track

1. A car that stops for any reason after leaving the grid and impedes the start of the race will be placed at the tail of the starting field. Exceptions to this rule will be made for safety issues. The Director of Competition has the discretion to determine if the stop was made for a safety issue.
2. A car that stops for any reason under green flag conditions, including for an accident, will be placed at the tail of the field for the restart. Exceptions to this rule will be made for safety issues. The Director of Competition has the discretion to determine if the stop was made for a safety issue.
3. If the Director of Competition determines that a participant is continuously impeding a race, the participant will not be permitted to resume the race.

O. Spins:

Spins are not permitted and will not be tolerated. The director of competition has the discretion to determine if the spin does not impede the race to maintain racing.

P. Rough Driving:

1. 1st Offense: Driver will be sent to tail.
2. 2nd Offense: Driver will be disqualified, receive no points and no pay.



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- Q. Slide Jobs: A participant's attempt to clear the car he/she intends to pass must be made in good faith. The good faith determination will be made by the Director of Competition.
- R. Retaliation: If a participant engages in retaliation before, during, or after a race, the participant will be disqualified and will receive no points or pay.
- S. Race Completion
 - 1. A race will be considered complete when the checkered flag has been displayed or whenever the scheduled distance is finished, whichever occurs first. All feature races must be completed by a green, white, and checkered flag unless the discretion of the Promoter states otherwise.
 - 2. If the scheduled distance of a feature event has not been covered, it is within the Director of Competition's discretion to decide if the race is complete.
 - 3. Races which are completed on subsequent dates will complete the unfinished portion of the scheduled distance.
 - 4. The white flag will be displayed to the leader as he/she completes his/her last lap, and will continue to be displayed to each successive car during that lap of the race, indicating one more lap to be run.
 - 5. The checkered flag will be displayed to the leader as he/she completes his/her last lap and to each successive car until all cars running have been signaled that the race has been completed.
 - 6. If a race is stopped by a red flag after the leader and/or other cars have taken the checkered, those taking the checkered prior to the showing of the red flag will be scored according to how they crossed the start-finish line. Cars passing the start-finish line after the showing of the red flag will be scored according to their last scored lap (green). Those involved in the accident will be scored at the rear of the field.
 - 7. If a race is stopped by use of the red flag and is ruled complete by virtue of more than 50% of the race event having been run, the finishing positions will be paid according to the last official scored lap by the leader, previous to the red flag being displayed. Any cars involved in the accident which resulted in the red flag being displayed, will be scored at the rear of the field.



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8. If a feature race stopped by the use of the red flag is ruled incomplete by virtue of not having completed 50% of the race event, all race participants of that event will share equally in purse money paid for that event.

III. CAR APPEARANCE

- A. All cars must pass a technical inspection by the Director of Competition before being allowed to race.
- B. All cars must present a neat appearance to the Promoter and the crowd.
- C. Pit crews must be in a presentable condition.
- D. Each car will be required to have a number prominently painted on the nose and each side of the tail. Duplicate numbers at any track may require the alteration of the number by adding a number or letter to the car.
- E. After a number is assigned to a particular car and owner, it will remain with the owner until the end of the racing season.

IV. MIDGET SPECIFICATIONS

- A. Design and Construction: All phases of design and construction of any car are subject to the approval of the Technical Committee. The Stewards and Technical Committee may exclude any car, design, or construction which they have deemed dangerous.
- B. Inspection: An inspection shall be performed by a member of the POWRi Technical Committee at any event during the season.
- C. Car Size Limits: The wheelbase must be at least 64 inches, but not more than 76 inches.
- D. Car Construction
 1. All cars must be of the open wheel, open cockpit style.
 2. The engine must be covered with a cowl or hood and secured in place. The hood or cowl need not enclose the sides of the engine.
 3. The car must have a floorboard or under pan (extend from firewall to the front of the seat) that provides adequate protection to the Driver.
 4. Radiator catch tanks and under pan flaps may be required if warranted by track conditions.



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5. The cockpit opening must be located directly behind the engine compartment.
6. Seats: No fiberglass, carbon fiber, or plastic seats will be allowed. A minimum of 4 mounts will be used (5/16 bolts with 2" washers). All seats must be of high back style.
7. Weight:

Driveshaft driven cars must weigh a minimum of 1,100 lbs.

Chain driven cars must weigh a minimum of 950lbs.

All cars will weigh a minimum of the required amount; including water, oil, fuel and the driver. Cars may be weighed prior to and/or following any event. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirement.

Additional bolt on weight must be mounted and fastened to the frame and/or chassis in a secure manner. Weight must be mounted in an area between bottom frame rails, front and rear axles and no higher than mid rails at the cockpit. All weight must be mounted within the confines of the frame. NO BALLAST/WEIGHT IS ALLOWED IN NERF BARS, BUMPERS, OR FRONT AXLE.
8. Roll Cage: All cars must be equipped with a roll cage that cannot encroach upon the imaginary cylinder extending upward from the cockpit opening. The roll cage must be secured and attached to a strong component of the car and adequately braced fore and aft to secure in an upright position. The roll cage should extend 2" above the top of the Driver's helmet when the Driver is sitting in an upright position. It is recommended that on all new cars, the roll cage should extend 4" above the top of the Driver's helmet. The normal height is 36" measured on a line equivalent to the Driver's spine when seated in the car. All cars constructed after January 1, 1997, should have roll cages and uprights constructed of 4130 1-3/8" 0.095 minimum specifications. All roll bars and/or cages must be so designed as to permit the lifting of the car in case of an accident. SFI roll cage padding highly recommended.
9. Water / Oil Coolers: No water or oil coolers are to be placed above or besides the cockpit opening.
10. Chassis Protrusions: Sharp chassis protrusions (grease fittings, cotter keys, etc.) must not be located in close proximity to the tires.



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11. Bumpers and Nerf Bars: Cars must be equipped with adequate bumpers that are securely fastened to the structural components of the car. No titanium rear bumpers are allowed.
12. Axles: Front axles constructed of aluminum or titanium will not be permitted.
13. Steering Mechanism
 - a. The steering mechanism should be in accordance with sound engineering principles and subject to inspection. A quick release type steering wheel is required. No pin type quick release or plastic quick release will be allowed.
 - b. All highly stressed steering parts must be made of SAE 4130 steel or an alloy, specified by the manufacturer of the alloy as equivalent in physical properties. All such parts must be heat treated (including stress relieving, normalizing, annealing, and hardening when applicable) after forming and/or welding as recommended by the manufacturer of the alloy being used.
 - c. Parts may not be joined by brazing, soldering, or by dissimilar metals.
 - d. All steering parts that are electroplated should be oven-baked at a temperature of 375 degrees Fahrenheit, plus or minus 25 degrees, for a period of not less than 3 hours after plating.
 - e. Shot pining is recommended for all highly stressed parts. Authorized facilities should be used.
 - f. Air foils, wings, spoilers, or other aerodynamic appendages will not be permitted. The Director of Competition may have any panel or part removed, which is his/her opinion is not within the spirit or intent of this rule.
14. Brakes: Cars must be equipped with suitable brakes.
15. Tires and Wheels
 - a. Hoosier tires are required on all four corners; right rear must be an SP 2, 3, or 4. Left rear must be a D-12 or harder.
 - b. Tire measurement: Maximum tire measurement will be 12", measured from outside wall to outside wall except for the right



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rear tire; which will have a maximum measurement of 14" measured from outside wall to outside wall.

- c. Wheels: The rim diameter must be 12" or 13". The rim width shall not exceed 8" except for the right rear, which may be a maximum of 10". Cars powered by four cylinder horizontally-opposed, two valves per cylinder, intake and exhaust valves in-line and on the same axis, may use a right rear wheel with a maximum width of 12".
- d. All balancing lugs must be securely fastened.
- e. Rim locks are recommended only if the legal wheel width is maintained.
- f. Bead locks are legal.
- g. Tire Prep
 - i. The altering of any tire compound, by any means will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire 'soaking' and/or the introduction of tread 'softener' and/or physical defacement (removal, altering and/or covering) of tire sidewall markings in any manner will not be permitted. If any competitor is found to have altered their tires any penalty deemed appropriate by POWRi Series Officials may be issued.
 - ii. Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. The analysis process will require a sample shipment of the tire to the selected laboratory.
 - iii. Additional race event(s) may be completed before a determination is made. If a penalty is issued, the event(s) that fell into the analysis time period while the tire(s) were being analyzed will be considered as part of the penalty time period.
 - iv. Money won in an event may be held until the final determination is made by the independent laboratory.



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16. Fuel System
 - a. Fuel tanks must be constructed and supported in a manner that will insure every possible precaution has been taken to avoid rupture or breakage.
 - b. Fuel tanks should not be altered by cutting out the bottom of lower tanks. Carbon fiber fuel tanks will not be allowed.
 - c. Each car should be equipped with an approved bladder fuel tank.
 - d. Fuel tanks must be within the body's contour.
 - e. A flush-type cap or a device approved by the Technical Committee is required on all exposed fuel caps.
 - f. The fuel tank must have a check valve.
 - g. Fuel systems must be equipped with a shut-off device located within easy reach of the Driver.
 - h. Pure methanol with no additives (top lube is ok) is required for all driveshaft driven cars. Methanol or gasoline is allowed for chain driven cars. No additives are allowed (top lube ok), including but not limited to, acetone, nitromethane, nitropropane, nitrous oxide, propylene oxide or any other oxygenating agents.
 - i. All fuels are subject to testing at any time and any deviation or violation of these specifications will result in immediate disqualifications.
17. Firewall: An effective firewall of metal or approved fire retardant material must be installed between the engine compartment and the cockpit. It must be as leak proof as possible.
18. Exhaust: Exhaust systems must be designed to create a minimum fire hazard and a minimum hazard to other competitors. Cars having exhaust pipes passing the cockpit in close proximity to the Driver must have raised metal pipes adjacent to the cockpit to afford protection to the Drivers and Mechanics.
19. Rear Bumpers: The car must be equipped with a rear bumper, which is securely fastened to the structural components of the car.
20. Mufflers: No carbon fiber mufflers will be allowed. Mufflers will only be mandatory at tracks that require them. Be prepared.



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21. Ignition: Kill switch must work and be within easy reach to the Driver.
22. Starters / Clutch: Clutch must be rendered inoperative, but can be left on the car.
23. The use of carbon fiber or other composite material as a structural chassis component, torque tube, or as a suspension component is not allowed.
24. No titanium front and rear axles, steering and torsion arms, bumpers, or nerf bars will be allowed.
25. Seat Belts: The use of an approved seat belt with a quick opening clasp is mandatory. Both the fastening design and condition of the belt is subject to the inspection of the Technical Committee. Seat belts in use shall not exceed 2 years of age. Each belt must be the standard 3" minimum and include a submarine belt of suitable size.
26. Safety Harness: The use of double over-the-shoulder military shoulder straps is mandatory. The "Sam Brown" single shoulder side thrust harness may be used in conjunction with the military type shoulder strap, but not in place of this type shoulder assembly. The shoulder harness is subject to the inspection of the Technical Committee and shall be individual belt configuration. This means no "Y" type mounts. Safety harness in use shall not exceed 2 years in age.

E. Safety Equipment:

1. Helmets: All Drivers participating in POWRi sanctioned racing and/or speed events must wear safety helmets designed for this specific purpose and that meet the minimum requirements as prescribed by the Director of Competition. It is mandatory that all helmets have a Snell rating of 2000 or later. Helmets will be subject to inspection at each event by the Technical Committee. Only those considered in good condition and recent design and manufacture will be permitted.
2. A SFI approved head and neck restraint system is highly recommended.
3. Racing Uniforms: All Drivers must wear an approved one-piece racing uniform; complete with fire retardant head sock and/or skirt, socks, gloves, underwear, and shoes.
4. Arm Restraints – Arm restraints are mandatory and must be worn at all times during competition.



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5. Steering Wheel Padding: The steering wheel hubs are highly recommended to be padded with resilient material of not less than $\frac{3}{4}$ " thickness.
6. Roll Cage Nets – If a car is not equipped with a full containment seat, it is highly recommended that the car be fitted with roll cage nets on both the left and right sides of the roll cage for all events. All roll cage nets must conform to SFI Specification 37.1, which specifies a functional quick release opening mechanism. Caution should be used when positioning head restraining nets to be certain that the driver's head cannot get under the net in case of an accident. The bottom of the roll cage net should be as close to the top of the shoulder as possible.
7. Roll Cage Padding – All chassis protrusions, roll cage tubes and roll bars in close proximity to the driver's helmet is highly recommended to be padded with a securely attached high impact material conforming to SFI Specification 45.1. This includes any vertical anti-intrusion supports alongside the driver.
8. Fire Equipment: The Entrant or Crew Chief of each car should have in his pit a fully charged five pound powder fire extinguisher, or its equivalent. A gauge or current inspection should be attached to each fire extinguisher.

F. Engines:

Engine Size Limits (No clean-Up): All engines must be inline, normally aspirated, internal combustion, four cycles, reciprocating piston type, incorporating a maximum of four (4) cylinders. Engines must be a production engine from a passenger car and reasonably available in the United States. These engines are allowed a maximum displacement of (146.457 CID) and have no more than four (4) valves per cylinder. All production passenger car engines must use the OEM block, OEM cylinder head, and OEM crankshaft combination from the same manufacturer.

The OEM block maybe machined or strengthened for longevity. Blocking and/or opening lubrication and coolant passages will be allowed. The crankshaft may be balanced, and oil passages may be chamfered. Lightening, chamfering or "knife edging" the crankshaft counterweights beyond minimal material removal for balancing is NOT permitted. NO grinding on the crankshaft journals of any kind. Connecting rods, rod bolts, pistons, pins, and piston rings may be replaced with aftermarket products. Titanium products are NOT allowed.



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The OEM cylinder head maybe machined or strengthened for longevity. Porting of the cylinder head including intake matching is NOT ALLOWED. Cylinder head ports must remain stock as cast. Machining, grinding, sanding, or etching of the intake and/or exhaust ports is STRICTLY PROHIBITED. Camshafts, valve springs, valve spring retainers, keepers, followers or rockers maybe replaced with aftermarket products. All timing components such as cam gears, sprockets, timing chains, and timing belts maybe replaced with aftermarket products. Titanium products are NOT allowed except for valve spring retainers.

Fuel Injection: Constant Flow Mechanical or EFI with plenum or individual runner intake. Any programmable ignition/fuel injection systems are allowed, but must be readily available and have supported software. No carburetors.

Oil System: Wet Sump or Dry Sump VVT, VTEC, i-VCT, Etc.: Can be utilized (not allowed on motorcycle engines)

Motorcycle Engine Rules: All chain driven cars must utilize a production motorcycle engine no newer than the 2014 Model Year (see note for exceptions). These engines are allowed a maximum displacement of 1003cc. Engines must be four (4) cylinder and inline. All production motorcycle engines must have a clutch in place and it must be operational. The clutch basket and clutch spring tension can be changed. The transmission must be in the stock configuration. The engine must be able to be turned over in and shifted through all gears.

Production motorcycle engines must use original manufacturer's OEM engine crankcase, cylinder jugs and/or engine block, OEM cylinder head, OEM camshafts with stock duration and lift, OEM pistons, OEM crankshaft and OEM valves. The same combination that was standard out of the factory when new must be used.

Connecting rods, and valve springs, valve spring retainers and keepers may be replaced with aftermarket products, however valves, valve springs, valve spring retainers, keepers, and connecting rods made of titanium are NOT allowed.

Lightening the engine block or cylinder head is limited to removing material for the express purpose of fitting the engine into the chassis. Lightening of the crankshaft beyond minimal material removal for balancing is NOT permitted.



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Welding on the cylinder head is NOT permitted. Porting of the cylinder head including intake matching is NOT permitted. Machining, grinding, sanding, or etching of any kind of the intake or exhaust ports is STRICTLY PROHIBITED. No altering of the shape and/or size of the intake and exhaust ports from original manufacturer specifications.

No titanium connecting rods, titanium valves or titanium valve springs unless originally supplied from the original manufacturer.

Any type of Variable Valve Timing cannot be utilized on motorcycle engines.

Chain driven cars must use one of the following ECU/Ignition systems:

1. Stock production OEM ignition and ECU system as supplied by the engine's original manufacturer
2. Stock OEM ignition and ECU system with Guhl programming, otherwise known as "reflashing."
3. Dynojet Power Commander V Ignition and Fuel Injection Module
4. Odum Specialties IG Controller (Optional Throttle Positioning Sensor is allowed)

G. Miscellaneous

1. The use of in-car radio transmitting devices is prohibited.
2. Only one-way communication from POWRi Race Control will be allowed and is mandatory.
 - a. Channel #1 Frequency: 464.5500
3. The use of electronic logic processor to control any function of the race car is prohibited. (Note: This rule does not include electronic ignition and/or electronic tachometers).

MyChron data loggers have been deemed legal for gathering continuous data for the purpose of engine tuning performance but are limited to RPM, Pressure, Temperature, Voltage, O2 Sensors and GPS. The Mychron is one way communication only.

No Can ports, wheel/axle speed sensors or any other logic processing sensors will be allowed.



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All data loggers are subject to inspection by the race director. Any other data collection system can utilize only one way communication and must have PRIOR approval by the race director. No switching devices are allowed in the cockpit area for the use of changing ECU programming and will be subject to inspection.

V. MEMBERSHIP REQUIREMENTS

- A. No person shall be discriminated against because of sex, race, religion, or national origin.
- B. Levels of Membership are as follows:
 - 1. Full Membership: Will earn POWRi championship points, be eligible for any contingency awards if all requirements are met, and have coverage under the secondary insurance plan (with the exception of Associate Membership, which is a non-competition membership).
 - 2. Temporary Permit: Will be required for non-POWRi member entrants for any POWRi sanctioned race. A temporary permit holder is not eligible for any POWRi championship points or any contingency awards and will not be covered by the secondary insurance plan.

VI. ROOKIE OF THE YEAR: In order to qualify for Rookie of the Year, a participant must be approved by the Director of Competition. The definition of "rookie" will be determined by the Director of Competition.

VII. POINTS AND POINT FUND

- A. All competitors will start each race season with zero points.
- B. **Points will be awarded only to registered POWRi members and are non-transferable.**
- C. POWRi points will be given for each sanctioned event in the following manner:

<u>Feature</u>	
1 st	300
2nd	290
3rd	280
4th	270
5th	260
6th	250
7th	240
8th	230
9th	220
10th	210



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11th	200
12th	190
13th	180
14th	170
15th	160
16th	150
17th	140
18th	130
19th	120
20 th	110
21st thru last	100

- D. Any car/driver not transferring to the main event that runs the semi-feature will receive 50 points each. No semi-feature points will be awarded to any car/driver that transfers to the main event from the semi-feature.
- E. In the event of a rain out after a feature field has been set, all owners and/or drivers in the feature field will be awarded 150 points each. Any owner and/or driver not transferring to the feature event that runs the semi-feature will receive 50 points each.
- F. A point fund and other awards will be presented during the annual Awards Banquet to be held at the completion of the race season. In order to be eligible to receive an award from the point's fund, a member must participate in at least 80% of the completed events during the season.

VIII. PROVISIONALS

- A. In order to be eligible for a provisional, the car owner must be a current member at the time the provisional is to be taken.
 - 1. Car owners who are current members are eligible for three provisional starts per season.
 - 2. In order to qualify for a provisional, the car owner must be in the top twenty in car owner points at the time the provisional is to be taken and must have registered to participate in the event at which the provisional is to be used.
- B. The eligible and qualified car owner that is highest in the current car owner point standings will be the first entitled to a provisional. If that car owner elects not to use a provisional, the eligible and qualified car owner that is next highest in the car owner point standings will then be entitled to a provisional. A provisional will pay the car's finish position minus last place money.



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- C. Prior to the first two races of the current season, provisionals will be based on the season ending car owner points from the previous season. After the first two races of the current season, provisionals will be based on the current car owner point standings.
- IX. FAILURE TO COMPLY WITH THESE RULES WILL LEAD TO PUNISHMENT DETERMINED BY THE DIRECTOR OF COMPETITION.