



POWRi Lightning Sprint Rules

Effective Date of These Rules - These rules of competition become effective January 1, 2019, and supersede all previous rules, bulletins or supplementary regulations.

Revision of Rules – POWRi reserves the right to revise these rules or any supplements thereto at any time with the prior consultation of a steering committee comprised of appointed members not employed by POWRi.

Application of These Rules - These rules shall apply to every Lightning Sprint competition, which the POWRi sanctions.

Acceptance of Rules - Every person, or group of persons, who undertake to organize or participate in an automotive competition under the sanction of POWRi shall be deemed to be acquainted with these Rules and their application shall constitute their acceptance of them.

Membership - A driver and/or car owner may complete a Temporary Membership Application and compete in two POWRi races in one race season before mandatory membership is required.

Rookie Eligibility - All entrants must be thirteen (13) years of age on or before the date of competition. They must be accompanied by a legal guardian for the duration of the event.

DRIVER / SAFETY

RACEceiver Radios are mandatory. A POWRi Official/Race Director/Division Official reserves the right to penalize and fine drivers that do not run a RACEceiver.

No radio communication to driver except from club or track officials.

No rear-view mirrors.

Right side driver head net is mandatory. Left side is optional. Exception: Full containment seats.

SFI Rated Nomex fire suits are mandatory. Suits must in good condition.

Nomex underwear recommended, required with single-layer suits (tops and bottoms).

Nomex gloves are mandatory. No cutouts for fingers.

Nomex boots or SFI rated fire shoes are mandatory.

Horse collars/neck braces are mandatory. SFI approved head and neck restraint is strongly recommended.

Arm restraints are mandatory.

Full-face helmets, with proper eye protection are mandatory. **Snell 2010** or newer.

Nomex hood or helmet skirt is mandatory.

Seat belts must be five points, no more than two years old and properly attached and/or supported. No Y seatbelt mounts will be allowed.

No low back seats allowed

All race cars and driver's equipment are subject to periodic safety inspections. Tech director reserves the right to refuse a car or driver from competition, if deemed unsafe.

CHASSIS

Minimum weights (wing races) for Car and Driver after the race:

1000cc = **950 lbs.**

1001cc to 1200cc, Max. = **1025 lbs.**

Minimum weight (non-wing races) for car and driver after race:

1000cc = **925 lbs.**

1001cc to 1200cc, Max. = **1000 lbs.**

Weight added to car must be bolted behind motor plate and forward of rear axle within the confines of the chassis. Ballast must be painted white and be label with the car number it belongs to.

Roll cages, minimum of 1 1/4" X.095 or 1 3/8 X.083 wall thickness (above main frame rails), chromoly tubing. Roll cage must have cross brace (3/4" diameter minimum) behind seat for shoulder harness support.

Wheelbase, 65" Min. to 73" Max. Maximum rear width 66" width, measured outside of left rear tire to outside of right rear tire.

Final drive: Chain Drive Only, Chain guards must cover top and driver's sides of chain and a minimum of 3/32" Aluminum for a chain guard.

Engine offset is a maximum of 6" measured at the rear of the engine, centerline of inside cylinders to the center line of the motor plate upright in chassis.

All cars must be equipped with a rack & pinion or gear steering.

Firewall, between engine and driver, minimum of .035" material, no holes or gaps between driver's legs/feet and the motor.

Heim joints and/or rod ends, minimum size, 7/16" steel with 3/8" bolts (or 1/2" aluminum) for tie rods, radius rods, watts link, drag link, pan hard bar, etc....

No plastic or aluminum fuel or oil lines allowed. Fuel lines must be a high quality, automotive type and securely attached. Fuel or oil lines may have aluminum connections and fittings.

No oil coolers/radiators may be mounted in the driver's compartment area.

Roll bar padding mandatory in driver's head contact area (exception: full containment seat)

No metal fuel tanks allowed. All tail tanks are required to have bladders. Jaz type plastic tanks are acceptable.

No cockpit adjustable shocks. You may use a wing slider adjustment.

No use of any traction control will be allowed. No wheel sensors may be used & no aftermarket traction control plug-ins will be allowed.

BODY / NUMBERS

Sprint style cars, including hood and tail, NO REAR ENGINE CARS or SIDEWINDER CARS.

Minimum of 7" open between right side armguard panel (window) and bottom of the top roll bar.

The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The nose assembly may not extend forward beyond the confines of the front bumper.

The engine must be covered with a cowling or hood secured in place. The hood or cowling need not enclose the sides of the engine.

Side visors on roll cage will be limited to eight (8) inches tall.

Only steel or aluminum floor/belly pan are permitted.

Sun visors must not extend forward more than seven (7) inches from the front of the forward most edge of the roll cage/halo tube, and may not be wider than the width of the cage.

Panels attached to nerf bars will not be permitted.

All paneling must not extend past edge of frame rails more than thickness of material.

One (1") inch turnout allowed on all body and sail panel edges, except sun visor.

The car must be equipped with a rear bumper at all times.

Front and rear bumpers, and nerf bars must be constructed of magnetic and or stainless steel (NO TITANIUM) tubing with a minimum O.D. of 7/8 inch and having a minimum wall thickness of .065 inch and a maximum wall thickness of .120 inch. A maximum of three horizontal and/or three vertical tubes are allowed in the construction of nerf bars.

All cars must have a tubular front bumper extending forward no more than 21 inches from the leading edge of the front axle. Bumpers must be constructed so as not to cause a safety hazard.

With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly.

Mandatory Numbers - Top wing side panel numbers (must be 14" tall minimum) + tail tank numbers (9" tall minimum). At Non-Wing events a 9" minimum number must be attached on the nose of the forward most panel.

Preferred Numbers - Top wing number (18" tall minimum) & Front body/nose (9" tall minimum numbers-must be a size that is clearly visible from the scoring tower). Also, you are requested to have a letter "A" or "G" (to designate the type of fuel you are using), located on each side of the tail tank/cover at the fill cap area.

Wings – Top wing to be maximum 16 sq. ft. Wing must be a single airfoil with maximum wicker bill of 2" tall and bent at 90°. Wicker bill is included in the airfoil dimension. All four sides of wing body must be a straight line from corner to corner. Side panels to be maximum RS 1460 sq.in. AND LS 1680 sq.in. Top wing cannot extend outside the wheels/tires; it must be centered on the cage.

Front wing to be a maximum 576 sq.in. Must be single airfoil. Side panels maximum 12"H X 26"L

Fuel and Fuel System

Maximum 112 octane gas, E85, or Methanol. No oxygenated fuels will be permitted. All fuel is subject to testing at any time. Any fuel that does not conform to these standards, as administered at the track, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program.

All tanks must have a minimum of four mounts to the chassis.

Fuel tanks may not be mounted to the chassis utilizing any portion of the access plates or the nut plates bonded into the fuel bladder.

The engine must be equipped with a fuel shut-off device.

A Midget/Micro/Sprint tank must have a bladder. Metal tanks are not permitted. Rollover valves will be mandatory. All tanks/fuel cells must be securely mounted between frame rails and behind the driver. JAZ type fuel tanks with a positive locking cap will be permitted.

Engine Specifications

Any 1000cc, normally aspirated, production motorcycle engine may be used. Engine model must be in production for two full calendar years prior to use. No limited production engines will be permitted. No current year production engines allowed. Serial number must be clearly identifiable.

1200cc Exception: Only the 2000-2005 ZX12R 1199cc, normally aspirated, production motorcycle engine will be the exception. No internal modifications will be permitted. No limited or other production engines will be permitted. Serial number must be clearly identifiable.

Engine case, cylinders, head, crank, rods, pistons, cams, valves, transmission, coatings, and clutch must remain stock OEM and operational.

Removal of carbon deposits in ports is permitted. No removal of head material and/or modification of valve seats

No milling of the cylinder head, with the exception of cleanup purposes only. A .010 maximum of head cleanup allowed

Dry Sumps are allowed, the oil pick-up can be relocated in the crankcase, to facilitate circle track conditions.

Any aftermarket ignitions, exhausts, carburetors, and cam chain tensioner and oil pans are permitted.

Mechanical or electronic injection allowed with either menthol or gas. No additives are to be used to air cleaners and or air boxes that result in any type of performance enhancement.

All replacement parts are to be replaced with original factory 48 State replacement parts or aftermarket parts of same factory configuration. However, mixing of some parts for same name engines may be accepted. In no way can mixing or matching of parts be performance enhancing.

No internal modification of the engine, clutch or transmission including, removal, grinding, filing, or altering of ports is permitted. With the following exceptions. Additional or heavier clutch springs may be used. No internal modification limits to older style motors (motors years prior to electronic fuel injection) 1200 cc maximum.

Degreeing of stock OEM cams is permitted.

All cars must be able to start the first race under their own power without assist.

Oiling system may be modified for reliability. Oil pan, pickup, cooler, lines, tank(s), and pump(s) may be modified or replaced.

The motor plate may not be made from carbon fiber, or any type composite materials.

Aftermarket Engine Control Module(s) or Fuel Management System(s) will be permitted. No electronic traction control may be used. No aftermarket plug-in traction control devices, wheel speed, or chain sensors will be permitted. All electronic components may be inspected, sealed or confiscated by POWRI or organizer at any time. The maximum penalty for utilizing traction control is a one year suspension from competition and loss of all points earned for the season.

All cars must be equipped with ignition switch or emergency shut-off located within easy reach of the driver.

Exhaust

Mufflers are mandatory. Exhaust system tail pipe(s) must not be any wider than nerf bar.

The car may be required to have a muffler if local conditions warrant. If so, this will be stated on each individual entry blank. The technical director may disallow a muffler that in their opinion is not within the spirit or intent of this rule

Components

No cockpit adjustable electronic weight, shock, sway bar or any suspension item adjuster.

All front axles must be constructed of 4130 tubing. Titanium front or rear axles are not permitted.

Adjustable shocks are permitted.

Wheels

The number of allowable wheels is restricted to two (2) front wheels and two (2) rear wheels on each car.

The wheel diameter must be 13 inches.

The wheel width is limited to eight (8") inches for both front wheels.

The rear wheels are a maximum in width of: ten and a half (10.5") inches for the left rear, and twelve and a half (12.5") inches for the right rear.

An approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.

All bolts are mandatory in bead lock and wheel centers.

Tires

Tire rules ~ **all MUST be Hoosier tires** (tire sizes listed below).

The current Hoosier contract is in effect through 2021.

- **Front tires:** 68.0/7.0-13 D12, D15
- **Left rear tires:** 74.0, 76.0, 77.0, 78.0, 80.0 /10.0-13 / D12 or Harder
- **Right rear tires:** 82.0/12.0-13 SP2, SP3, SP4, or Spec 80

Any device(s) used for warming the tires prior to competition is prohibited.

Any solvents or a chemical applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer is prohibited.

Sipping and/or grooving is permitted.

Electronically controlled tire pressure bleeders will not be allowed.

Brakes

No electronic controlled brake bias adjuster (Manual adjustment only).

If at any time during competition it becomes evident that a car is without brakes, the necessary repairs must be completed before the car can continue in competition.

RACE PROCEDURES / POINTS

Your series/club can use any race procedure or point system you choose, these are what the majority of the Lightning Sprint Series are using.

Competition points will only be awarded to drivers receiving the green flag in each race. All race dates are subject to change.

If a competitor hot pits, changes a tire, or leaves the racing surface during an event, you must go to the rear of the field.

Drivers will draw for qualifying position. If a car is out of position for qualifying, the car/driver will only receive one qualifying lap at the end. If the track does not approve single car qualifying, drivers will be clocked for qualifying times (using transponders) during hot laps. If a car/driver doesn't qualify, that car/driver will start at the back of a heat race. If they finish in a transfer position, they will start last in the main event inversion.

Exception: In the event that timing/ transponder scoring is unavailable a combination of passing points and finishing points (see "Passing Point Scale" below) will be used at the conclusion of the heat races to determine the top 16 drivers that will automatically advance to that nights feature event.

*The "High Point Man" will draw a 4, 6, or 8 to determine the inversion for the night. The inversion will set up the top 8 starting positions in the A-Main event.

*Positions 9-16 will line up straight up from the points earned in the heat races.

*Positions 17 through the balance of the field will be lined up for a B-Main event straight up from points earned in the heat races. The top 8 finishing cars in the B-Main event will line up at the rear of the A-Main event to make up a 24 car field.

A competitor must take the green flag in their heat race to maintain a feature race starting position. If not, he/she must start last in the B-main or main event, in front of any rookies. Heat races will have the top 6 cars inverted, with the remainder cars straight up by qualifying time, with rookies at the back. If there are two heat races, the top five in each heat make the inversion to the main (with the exception of rookies). If three or more heats are run, the top four in each heat make the main event inversion. If a driver changes cars prior to the start of the main event, the driver will start at the rear of the field (in front of the rookies).

The winner of each heat race must proceed directly to the scales to weigh and check tires. If you go to your pit area first, it will result in a disqualification for that event.

Main Event Inversion:

- 2 Heats – Pill draw of 4 or 6;
- 3 Heats or more – Pill draw of 4, 6, or 8.

The Race Director/ BOD has the authority to change the race format at any event.

Any competitor who removes any safety equipment, exits their car during a yellow or red flag will be deemed as DNF and will not be permitted to return to the track under competition.

Starts: All initial starts will be two abreast. Restarts: Single file, nose to tail.

BOD reserves the right to determine racing format prior to event start.

PRIZES AND AWARDS (National Points Chase)

Only if National Points Chase is implemented, currently all series have chosen to disburse their point fund to their own teams and drivers.

Awarded Points – Drivers will accumulate points during POWRi sanctioned races only. A minimum of ten (10) races must be marked for POWRi sanction upon issuance of group's 2019 race schedule.

Only a licensed POWRi driver will be awarded points.

Points are awarded by finishing position in the main event.

Point total for finishing position is determined by the weighted scale.

You must compete in 80% of your perspective POWRi Division races ran in a season to be eligible for the year-end point championship of that season.

The best ten (10) finishes out of the first twelve (12) scored will be used to calculate point standing.

Traveling Competitors - *If a competitor travels outside his or her perspective division to another POWRi division or sanctioned POWRi race, the competitor shall be able to extend the number of scored races to fourteen (14). Only the best ten (10) finishes will be used to calculate points.*

Withholding Prizes Under Protest - *Where a protest or appeal is lodged affecting the distribution of prize money, all prize money so affected shall be held until such remedies or rulings have been finalized.*

Penalties - *Any person or organization violating these rules may be penalized.*

Authority to Pronounce Disqualification - A sentence of disqualification may be pronounced by the Chief Steward or Organizer. If pronounced during competition, a disqualification penalty is not protest-able.

Effect of Disqualification - Disqualification shall entail the forfeiture of position, points and all money earned from the event in which the disqualification occurred, as well as forfeiture of entry fees paid or payable. A sentence of disqualification shall entail the loss of any right to compete in the remainder of the current race meeting, or the remainder of the current event if applicable. Disqualification will not entail the forfeiture of awards earned in prior events during the race meeting.

Authority to Pronounce Exclusion - A sentence of exclusion may be pronounced by the Chief Steward or Organizer. When pronounced by the Chief Steward, the term of exclusion is limited to the remainder of the current race meeting and/or the next race meeting held within that division.

Effect of Exclusion - The person sentenced to exclusion shall be prohibited from any participation, either directly or indirectly, in all or the remaining part of a race meeting. Persons under sentence of exclusion will not be issued credentials of any kind and the privileges and uses of the course, the pits, and the garage area will be denied. In all cases, exclusion shall entail the forfeiture of entry fees paid or payable, as well as the forfeiture of any awards earned during the sanctioned competition that shall accrue to POWRi.

Authority to Pronounce Suspension - A sentence of suspension may be pronounced only by the Organizer. The period of suspension shall be limited to a maximum of one year. A suspension shall apply to all divisions of racing unless otherwise specified.

Effect of Suspension - A sentence of suspension so long as it remains in force shall entail the loss of any right to take part in any capacity whatsoever in any POWRi sanctioned competition held within the territorial United States.

Persons under sentence of suspension will not be issued credentials of any kind and the privileges and uses of the course, and the pits will be denied.

Suspension shall also render void any previous entry made for any competition that may take place during the term of such suspension and shall entail the forfeiture of the fees paid or payable for any such entries.

Surrender of License - Every suspended person may be asked to surrender his license to the Organizer who will not return it until the term of the suspension has expired. Any delay in surrendering the license shall be added to the term of the suspension.

Loss of Points - A driver or car entrant who is found guilty of violations of the rules may lose all points earned in the competition in which the violation occurred. Additionally, a driver or car entrant may lose all points therefore earned in that year, including points earned in the competition in which the violation occurred.

Loss of Award - Any competitor who is excluded or suspended in any competition shall forfeit all right to award in that competition.

PROTESTS

Right to Protest and Time Limits

Technical protests against another competitor or the Technical Director regarding particular specifications that are routinely inspected by the Technical Director are not permitted. A protest regarding compliance with specifications that are not routinely inspected is permitted.

A protest against any actions of another competitor during a race meeting lies only with the entrant and must be lodged within thirty (30) minutes after the action complained of or the finish of the competition, whichever is later.

A protest against any actions taken by race officials lies with a driver or mechanic only when such actions are taken against such driver or mechanic, as opposed to the entrant. Protests of actions taken by race officials must be lodged within thirty (30) minutes after the action complained of or the finish of the competition, whichever is later.

Submission of Protests – Only a registered driver may submit a written protest.

Content of Protests - Protests shall be in writing accompanied by the prescribed protest fee and shall clearly state the errors that are claimed. Each claimed error must be stated in specific rather than general terms and must be accompanied by a written statement of the facts and grounds upon which it is based.

Protest Fees – Protest fees shall be as follows:

- **Safety** - \$250.00
- **Engine** - \$500.00

NOTE: The protest fee will be awarded to the driver found correct or legal. Refusal of inspection or illegal cars will result in forfeiture of all awards, points, and payments for event. Any car with an illegal engine must be rechecked and approved prior to competing in any future events. Exchange of information between groups regarding any disqualifications is encouraged. Protester must be present during inspection.

Adjudication of Protests - When the Chief Steward pronounces the penalty at a race meeting; related protests shall be decided by the Chief Steward. The Director of Competition shall decide all other protests. The protestant and any entrant or other participant in interest shall be entitled to be heard and given an opportunity to call witnesses and shall be given adequate notice of the hearing. The hearing shall be informal and shall be confined to the errors claimed in the protest and evidence relevant to those errors.

Withholding of Award - An award gained by a competitor who has been protested against shall be withheld until the protest has been finally adjudicated in accordance with these rules.

Judgment - All parties concerned shall be bound by the decision given, subject only to appeal as hereinafter provided.

Default of Right to Protest - Any contestant who voluntarily competes in any competition, which is not in accordance with the conditions as published, thereby waives their right to protest against the non-enforcement of such conditions.

Compliance with Procedure - Any protest, which fails to comply with the foregoing requirements, may be denied and disregarded. Any error not specifically raised in the protest shall be deemed to have been waived.

Any participant in a POWRi sanctioned race meeting waives any rights such participant may have to be a party or to take any action in court seeking legal or equitable relief against any decision or action of any kind by POWRi or any race officials. A participant's exclusive right to contest a decision or the rules or regulations of POWRi is within the protest and appeal procedure of POWRi, and any decision reached within this procedure is final.