



2019 POWRi Lonestar 600's Micro 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. Unsportsmanlike conduct or participating in any action or activity considered detrimental to POWRi or POWRi Lonestar 600, at any sanctioned event or on social media, by drivers, owners and/or pit crews shall be grounds for disqualification and/or suspension.
5. Guns or other weapons will not be allowed on any person at the track or at any organization activity.
6. 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 Lonestar 600's Micro sanctioned events must be

1. Stock 600 Class
 - a. Twelve (12) 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.
 - i. If a driver moves up to the 600 class from Restrictors and becomes a hazard. The Director of Competition will make the call to not allow said driver to compete in the 600 class.
2. Restrictor's
 - a. Eight (8) years of age to Sixteen (16) years of age max. Exceptions to this rule may be made for drivers with adequate racing experience as determined by the Director of Competition.
 - i. Once a restrictor driver has moved up to the 600 class they may move back down to the restrictor class to compete. But if the Director of Competition feels the move is of an unfair advantage then it will not be allowed.

C. Physical Condition of Driver

1. POWRi Lonestar 600's 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



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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: (\$20 Per Entry) All entrants must participate in pill draw in order to determine the heat race line ups or qualifying order. Pill draw will take place at the POWRi Lonestar 600's trailer.
1. The designated time for pill draw will be posted online and at the track.
 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. Drivers Meeting
 - a. A drivers meeting will be held at a specific time per the track. This time will be listed on the website.
 - b. Drivers meetings will always be held at the POWRi Lonestar 600's trailer unless otherwise stated.
 - c. All drivers must attend the drivers meeting. There will be a horn blown when it is time for the drivers meeting.
 2. All full race programs shall be run in the following order:
 - a. Option 1: Passing Points Format
 - ii. Pill Draw in lieu of qualifying to determine line up (No Qualifying)
 - iii. Heats
 - a. 8 cars max per heat
 - b. Unless 50 or more car then 10 cars max per heat
 - iv. Qualifiers (Optional)
 - v. Trophy Dash (Optional)



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- vi. Semi-Feature (Optional)
- vii. Feature
- b. Option 2: Qualifying Format
 - i. Pill Draw in lieu of qualifying to determine line up (No Qualifying)
 - ii. Heats
 - a. 8 cars max per heat
 - b. Unless 50 or more car then 10 cars max per heat
 - iii. Qualifiers (Optional)
 - iv. Trophy Dash (Optional)
 - v. Semi-Feature (Optional)
 - vi. Feature
- C. Passing Points Format
 - 1. Passing points will be based on finishing position and cars passed.
 - 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. Highest 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 will be adjusted by the Director of Competition per car count for the night.
 - 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.
 - 6. If driver starts on the pole of a heat race and that driver wins the race the said driver will automatically make the redraw.
 - 7. Passing points table is posted in the POWRi Lonestar 600's trailer.
- 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.



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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.
 - 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. If a driver causes 2 yellows that driver will be black flagged from that race.
 - c. Work on a car will be permitted during a yellow in the designated work area. Pending a hot pit area is allowed at said track. 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.
 - d. 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.
 - e. **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 not permitted during a closed red in the designated work area. However when the yellow is shown then the car may be worked on. Pending a hot pit area is allowed at said track. The car must be ready to resume racing when given the order



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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.
 - 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 changes any tires the car will go to the tail
 - iii. If the car needs to be refueled. The car must be in the work area to do so.
- 4. Black Flag indicates STOP AND EXIT TRACK. Car will not be scored if it does not stop on the next lap.
- 5. Royal Blue with Yellow Diagonal Stripe indicates a lapping competitor is attempting to pass, give him/her consideration.
- 6. White Flag indicates Entering the Last Lap.
- 7. Checkered Flag indicates Race Completion.

G. Starting Speeds

- 1. No cars will hot lap or pass the designated pace car prior to the start of the race.
- 2. 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.
- 3. 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.
- 4. **NO DRIVER MAY DELIBERATELY IMPROVE HIS POSITION UNTIL THE GREEN FLAG IS DISPLAYED.**

H. Race Speeds

- 1. During a race all drivers must maintain race speed.
 - a. If a driver is not up to speed and cannot compete said driver will be black flagged.
 - i. Clarification: if a driver gets lapped twice under green flag conditions then said driver will be black flagged.

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 in turn four. Driver may take off at any point in-between the 2 cones placed in turn 4. Pole sitter will be given no warning. If driver accelerates before the first cone the yellow will fly and the front row will switch positions. In the event the new pole sitter jumps the start as well. The pole sitter (1st) and the inside second row (3rd) car will switch.
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: All 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 will not be able 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.
10. The leader sets the pace for a restart. All starts and restarts occur between the 2 cones in turn 4.
11. Participants cannot pass other competitors until they pass the cone on the front stretch. If a participant passes another competitor before the cone, the participant will lose two positions on the next restart or at the end of the race.



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12. Competitors cannot hit the cone. If a participant brings out the yellow flag because he/she hit the cone. The offender will be sent to the tail of the field for 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 or been registered to compete 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 a driver changes cars at any point after his/her scheduled heat race, that driver will start at the tail of the next scheduled event. If there is a B-Main then said driver will start at the tail of the B-Main. If there is no B-Main then said driver will start at the tail of the A-Main.
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. If there is a B-Main then said driver will start at the tail of the B-Main. If there is no B-Main then said driver will start at the tail of the A-Main.
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.

1. The car will restart at the tail of the field.
2. If a car exits the track and does not return 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.



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4. The number of times a car utilizes the work area will be 3. If the car impedes 3 times the said car will be prohibited from completing the race.

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:

1. 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.

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

1. Unsportsmanlike conduct or participating in any action or activity considered detrimental to POWRi or POWRi Lonestar 600, at any sanctioned event or on social media, by drivers, owners and/or pit crews shall be grounds for disqualification and/or suspension.

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.



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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.
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/safety 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 that is prominently painted on the nose, each side of the tail, and each side of the wing. 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. MICRO SPECIFICATIONS

- A. No traction control.
- B. Methanol or Racing Gas, NO NITRO or any other additives allowed. Upper Lube is allowed. Fuel subject to be checked anytime by POWRi Lonestar 600's officials.
NOTE: Fuel samples may be taken for analysis and prize money may be withheld until results are known. (Penalty for fuel infraction will result in forfeiture of all points



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and money won during event detected. 2nd infraction subject to suspension up to 1 calendar year.)

- C. Engine 600cc 4 cylinder 4 stroke as comes on a stock production bike for public sale in the U.S.A. No current year production engines.
- D. Except as noted, all internal and external engine parts must remain stock with no modifications, metal removal, blueprinting. Bore, Stroke and CC measurements will be checked and the following specs will be used to deem what is stock and legal:
 - 1. http://www.hyperracing.com/Assets/files/tech_department/600_engine/Engine%20Specs.pdf
- E. Compression test will be completed to find the "average" compression of legal stock engines, if an engine significantly above the average compression, POWRi Lonestar 600's officials may pull the head to check for milling, etc.
- F. Valve seat inserts may be reworked. Valves must remain as produced with no modifications.
- G. Valve springs may be shimmed with standard or aftermarket shims.
- H. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted.
- I. Cylinder head gaskets may be replaced only with original equipment manufacturer's stock parts (All 3 layers of the head gasket must be used). All other gaskets may be replaced with duplicate aftermarket parts.
- J. Light cleaning of gasket surfaces with steel wool, Scotch-Brite, etc. is allowed.
- K. Transmission gears may be shimmed only for the purpose of proper engagement. Standard or aftermarket shims may be utilized. Aftermarket cam chain tensioner allowed for safety of motor. All factory gears must be in the transmission and functioning.
- L. Modification of oil pan & pick up allowed or aftermarket ok.
- M. Modification to thermostat cover allowed or aftermarket ok.
- N. Modification to water pump Cover allowed or aftermarket ok.
- O. Must have a functioning charging system, providing charge to the battery under power.
- P. Any air box, aftermarket washable replacement air filter allowed.
- Q. Advanced timing star is allowed.

1. Stock 600 and Restrictor Class

EFFECTIVE 2019 RACE SEASON: All stock classes will be allowed to run Electronic or Mechanical Injectors with a mechanical fuel pump with stock OEM throttle bodies or carbs ONLY will be allowed. No mixing of manufacturers. Must be OEM to engine make. OEM boots only with injection. 600 Carburetors only. King Restrictor Plate and



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TSO Red Carb Adaptor ONLY. Any after market computer controlled adjustable ignition box is legal. Examples: Stock ECU, Guhl flashed, PE3-IG2, PE3-8400, MoTeC, Power Commander, & Bazzaz. Engine control units are permitted for use with carburetors and Stock Fuel Injection. IF NOT SURE – ASK. No cones will be allowed. No regular rubber hoses will be allowed. Carbs may have metering rods, jets and springs changed to tune the fuel curve to match your cars requirements.

R. Weight:

1. Stock 600 Class will weigh a minimum of 750 pounds; 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.
2. Restricted 600 Class will weigh a minimum of 700 pounds; 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.

S. Tires

1. Right Rear tire must test with a durometer of 45 for all classes at any time during the event. There will be a 30 min cool down time if needed. Any Hoosier Right Rear Tire may be used as long as it is made for a mini sprint.
2. Left Rear and Fronts may be any brand, compound and size.
3. 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 a disqualification will be issued for that night's race. Driver will not receive points or pay. First offense will result in that night's disqualification. Second offense will result in a suspension for the rest of the year.
4. Tire Inspection
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. 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.



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Monies won in an event may be held until the final determination is made by the independent laboratory.

T. Car Design and Construction

1. Stock 600 Class

i. Non Wing

- a) Non-winged cars must display decals on both sides of car in a clearly visible location. A white 4"x 4" square with black number must be placed in upper side of right arm guard.

ii. Wing

- a) Right side board, maximum 48" x 18". Left side board, 48" x 24". The wing cannot be mounted outside the tires. Side boards may be offset but side boards must cover center section. Wings must be mounted parallel with cage. All wings must have 1/16" radius edges or edging. No raw edges. No wood except for ribs or spars inside center section. Nose wings cannot exceed 18"x 24", and must carry car number. Top wings are mandatory to enter a night's event. Cars may finish without a wing if no replacement is available. Cars can run a max of 10 square-foot fixed wing positioned no further back than the back of the roll cage. The measurement for the wing placement will be taken from the back edge of the center section of the wing, not the sideboards. No cockpit adjustable wings. No split or multi-staged nose or top wings. Wing center section must be one piece. **No twisted or offset center sections.** Side boards must be 90 degrees to the center section. The side board kick out cannot exceed 2 inches. Side boards must be straight no curves. If using a one solid wing it may curve up to sideboard but then all of sideboard must be flat.

2. Restricted 600 Class

- i. Right side board, maximum 48" x 18". Left side board, 48" x 24". The wing cannot be mounted outside the rear tires. Side boards may be offset but side boards must cover center section. Wings must be mounted parallel with cage. All wings must have 1/16" radius edges or edging. No raw edges. No wood except for ribs or spars inside center section. Nose wings cannot exceed 18"x 24", and must carry car number. Top wings are mandatory to enter a night's event. Cars may finish without a wing if no replacement is available. Cars must run a max 10 square-foot fixed wing positioned no further back than the back of the roll cage. The measurement for the wing placement will be



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taken from the back edge of the center section of the wing, not the sideboards. No cockpit adjustable wings. No split or multi-staged nose or top wings on. Wing center section must be one piece. No multi stage top or nose wings. **No offset or twisted center sections.** Side boards must be 90 degrees to the center section. The side board kick out cannot exceed 2 inches. Side boards must be straight no curves. If using a one solid wing it may curve up to sideboard but then all of sideboard must be flat.

3. All cars must have a metal firewall between Driver and engine compartment. Minimum 24 gauge or .0625 thickness aluminum.
4. Chain guards will be installed on all cars using a minimum of .090 aluminum material or equivalent.
5. On and off switches must be on the dash and labeled.
6. Roll cages shall be at least 1 1/8 inch .065 wall thickness or 1 1/4 inch .065 wall thickness.
7. Roll cages must have sufficient fore and aft bracing.
8. All cages shall be made of chromoly steel or equivalent.
9. All cars must be equipped with nerf bars and not exceed beyond the rear tires.
10. All cars must have bumpers extending beyond the front and rear tires.
11. Minimum wheel-base of 50 inches. Maximum wheel-base of 70 inches center of front axle to center of rear axle. Maximum width from center left rear tire to center right rear tire is 52".
12. Cars must have floor pans extending from the Driver's feet to the front of the seat.
13. Any cars with a frame that does not enclose the front axle must have the front axle tethered with "seat belt" material that is securely attached.
14. All wet cell batteries mounted in the cockpit area must be covered and vented outside the cockpit area.
15. All cars will have fuel cell bladders.
16. No cockpit adjustments of any kind. If a panhard adjuster is unmovable because of mounts.
 - i. It must be bolted with nylock nuts and nut must be tight.
 - ii. A zip tie must be used. If a zip tie is used the tie must be tight (no slack) to where the panhard bar adjuster cannot be moved. Also, the tail of the tie must be cut off flush to leave no tail. If either of these are not done it is an immediate DQ.

U. Tech

1. Top 5 placement in the A main for 600's & Top 3 in the A-Main for Restrictor's will report to tech after the races are over.
2. Tech area will be pointed out in the drivers meeting



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3. Items that could be checked but not limited to are:

Charging system in working order
Transmission must have all 6 gear
Compression Check
Cam Shaft Checked
Intake looked at
Wheelbase and Width
Fuel Test
Tire Test
Restrictor Plate

V. Tech Failures

1. Any driver/car owner that refuses to be teched will be DQ'd from the event, forfeiting all points and money from the event and will be suspended for 2 additional races.
2. Any driver/car owner that fails tech at an event will be DQ'd from the event, forfeiting all points and money from the event and will be subject to pre-race tech for the same infraction at the next event. Any driver/car owner failing post-race tech a second time for the same infraction within the season will be suspended for 2 additional race nights. Any driver/car owner that fails post-race tech and wants to protest the infraction they can do so by Tues at 8pm the following week. If not protested by Tues at 8pm then call stands.
3. Any driver/car owner that fails tech for any infraction three times within a season will be suspended for the remainder of the season. Three strikes and you are out!

W. Protests and Fees

1. A formal protest will be verbally accepted by the POWRi Lonestar 600's from a car owner or driver. Protesting party can only protest if his/her car was in the feature race with the car being protested. Protests can only come from drivers/owners that have finished in the Top 5. Can only protest the winner of the race. Money (Protest Fee and Filing Fee) must be accompanied with a written protest no longer than 15 minutes after completion of the race program. No protest of any type will be allowed after post race inspection has been completed. One item per protest – per event – only. Meaning driver/owner that is protesting can only pick one single item that they feel is illegal. That item is the only thing that will be checked. Drivers/Owner may not protest more than one car per event. Driver/Owner can only submit one protest per year.
2. Motor tear down \$1000 deposit + (\$300 Nonrefundable filing fee). This deposit will be used towards the mechanics fee. Any unused deposit will be



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returned. This deposit includes the fee of \$85 per hour with 4 hr. min for tear down and possible rebuild. Time is determined by mechanic doing work. If the motor is determined legal then the hourly charge will continue until motor has been put together fully. Meaning if the cost to put motor back together is more than the \$1000 deposit then the protesting party must finish paying the mechanic. If the motor is determined to be illegal then the time stops after it is found to be illegal and will not be put together. The remaining unused deposit will be returned.

3. Fuel Test \$500 (\$300 Nonrefundable filing fee). This will only be used in the event that fuel test positive and the owner/driver want to protest the findings. The sample will be sent off for further testing to determine if performance enhancers have been used.
4. Tire Test \$500 (\$300 Nonrefundable filing fee). This will only be used in the event a Top 5 drive wants to protest the winner to have the tires tested. The sample will be sent off for further testing to determine if performance enhancers have been used.
5. Other technical protest: \$200 (\$300 Nonrefundable filing fee).
6. A driver/owner refusing to let his/her engine be inspected will be disqualified from that event and will not receive points or money for that race and is suspended for the rest of the year.

X. Safety Equipment

1. The following safety items are strongly recommended:
 - i. Helmet must be Snell SA 2010 or Snell SA 2015
 - ii. Name brand flame retardant uniform
 - a) Minimum 2 layers NOMEX suit 3.2A/5
 - b) NOMEX underwear is highly recommended
 - iii. Five point racing style harness
 - iv. Racing style shoes
 - v. Arm restraints
 - vi. Flame retardant gloves
 - vii. Helmet restraint must be used i.e. Hans, Nexgen, Simpson Hybrid

Y. Miscellaneous

1. The use of in-car radio transmitting devices are prohibited.
2. Only one-way communication from POWRi Lonestar 600's Race Control will be allowed and is mandatory.

Channel #1 Frequency: 454.0000

3. The use of electronic logic processor to control any function of the race car and/or system for gathering continuous data from any functions of the race is



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strictly prohibited. (Note: This rule does not include electronic ignition and/or electronic tachometers).

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: (\$100) Will earn POWRi Lonestar 600's 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). Driver will also secure his/her number for the year. (First come first serve basis)

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. If a driver races 3 or more times in one given year then said driver will not be able to participate in the Rookie of The Year race for the following year.

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 Lonestar 600's members and are non-transferable.**

C. POWRi Lonestar 600's points will be given for each sanctioned event in the following manner:

<u>Feature</u>	
1 st	150
2 nd	142
3 rd	135
4 th	130
5 th	125
6 th	122
7 th	119
8 th	116
9 th	113
10 th	110
11 th	108
12 th	106
13 th	104
14 th	102
15 th	100
16 th	98
17 th	96
18 th	94
19 th	92



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20 th	90
21 st	89
22 nd	88
23 rd	87
24 th	86

- D. Any driver not transferring to the main event that runs the semi-feature will receive 65 points each. No semi-feature points will be awarded to any 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 drivers in the feature field will be awarded 65 points each. Any driver not transferring to the feature event that runs the semi-feature will receive 65 points each.
- F. Any driver attending the race but fail to make any laps will be awarded 50 points
- G. 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 75% of the completed events during the season.

VIII. PROVISIONALS

- A. In order to be eligible for a provisional, the driver must be a current series member at the time the provisional is to be taken.
 - 1. Drivers who are current members are eligible for one provisional starts per season.
 - 2. In order to qualify for a provisional, the driver must be in the top twenty in 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 driver that is highest in the current point standings will be the first entitled to a provisional. If that driver elects not to use a provisional, the eligible and qualified driver that is next highest in the point standings will then be entitled to a provisional. A provisional will not receive finish monies only points.
- C. Prior to the first two races of the current season, provisionals will be based on the season ending points from the previous season. After the first two races of the current season, provisionals will be based on the current point standings.

IX. ALTERNATE DRIVER

- A. There will be an alternate driver for each race A Main. The driver that will be the alternate will be the first car that did not qualify.
 - a. The alternate will drive to infield when all other cars come onto the track. If a car falls out before the original green flag has dropped. Then the alternate will be allowed on the track and start at the tail of the field.
 - b. If the green flag has dropped then the alternate driver will not be allowed on the track.



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- X. FAULURE TO COMPLY WITH THESE RULES WILL LEAD TO PUNISHMENT DETERMINED BY THE DIRECTOR OF COMPETITION.

