



## **POWRi Race Procedures**

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## Backup Cars

- a. The use of a backup car must be approved by the Series and/or Technical Director.
- b. 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.
- c. If a driver changes cars, prior to his/her scheduled qualifying attempt or heat race, that driver will start in the position designated to him/her on the official qualifying/heat line-ups.
- d. If the driver changes cars at any point after his/her scheduled qualifying attempt and/or heat race, that driver will start at the tail of the next scheduled event that he/she has been locked into.
- e. Once a race has commenced, a driver cannot change cars for that race after one scored lap has passed.
- f. If a backup car is utilized, a driver change will not be permitted for the remainder of the event.
- g. Failure to notify the Series and/or Technical Director of the use of a backup car will result in the disqualification from that event.

## Changing Drivers

- a. If a car changes drivers prior to its scheduled qualifying attempt or heat race, that car will start in the position designated to it on the official qualifying/heat line-ups.
- b. If a car changes drivers at any point after its scheduled qualifying attempt or heat race, that car will start at the tail of the next scheduled event that the car has been locked into.
- c. If a car changes drivers, the use of a backup car will not be permitted for the remainder of the event.
- d. Failure to notify the Series and/or Technical Director of a driver change will result in the disqualification from that event.

## Event Format

- a. The event format will be left to the discretion of the Series Director and will be posted at the track.
- b. All full race programs shall be run in the following order:
  - i. Option 1: Passing Points Format
    1. Pill Draw to Determine Line Up
    2. Heat Races
    3. Semi-Feature(s) (Depending on Car Count)
    4. Feature
  - ii. Option 2: Qualifying Format
    1. Pill Draw to Determine Qualifying Order
    2. Qualifying (Single Car or Group)
    3. Heat Races
    4. Semi Feature(s) (Depending on Car Count)
    5. Feature

## Pill Draw

- a. All entrants must participate in the pill draw in order to determine the heat race line ups or qualifying order.
- b. The designated time for pill draw will be posted at the track.
- c. If a participant fails to draw within the designated time:
  - i. 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.
  - ii. The participant will qualify last if the event format calls for qualifying.
- d. Only one pill may be drawn per entry.

## Passing Points Format

- a. Passing Points will be based on finishing position and cars passed.
- b. The participant will not receive passing points if he/she does not partake in the pill draw. The participant will only receive finishing points from the heat race.
- c. The top 16 in Passing Points from the heat races will automatically transfer to the A-Feature. The number of cars that automatically transfer to the A-main from the heat races may be adjusted by the Series and/or Competition Director.
- d. The balance of the cars remaining will be lined up in subsequent Semi-Feature events based on passing points.
- e. The top finishing cars based on their finish will be lined up behind the cars that have already qualified for the main event. The number of cars taken out of each Semi-Feature event will be determined by the Series and/or Competition Director.

## Qualifying Format

- a. Qualifying order will be determined by the pill draw.
- b. Any participant that does not participate in the pill draw will automatically qualify last.
- c. Any participant not ready to qualify when it is their turn will only be given one lap of Qualifying at the end of the order.
- d. Qualifying is based on two consecutive laps, the fastest counted as the official time. Heat Races are then to be lined up according to the official times in an inverted, staggered manner.
- e. 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.

## Flag Signals

- a. The Green Flag indicates the start of the racing event.
  - i. A driver may not exit his/her car while on the track during Green Flag conditions.
    1. Exceptions to this rule may be made for safety issues.
    2. The Series and/or Competition Director will determine if the driver exited his/her car for a safety issue.

- b. The Yellow Flag indicates Caution, slow down and maintain one's position.
  - i. The yellow flag will be displayed in the event of an accident or an unfavorable condition on the track. 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.
  - ii. The green flag will not be displayed until the field has been completely closed up and the track is clear. When the green flag is again displayed, the race will be resumed from the lap the yellow flag was displayed on.
  - iii. A driver may not exit his/her car while on the track during Yellow Flag conditions.
    - 1. Exceptions to this rule may be made for safety issues.
    - 2. The Series and/or Competition Director will determine if the driver exited his/her car for a safety issue.
  - iv. If the flagman throws the caution flag without direction from POWRi officials and the race director deems the caution not necessary, all cars will realign their position from the last completed lap.
- c. The Red Flag indicates the race is stopped. The Series and/or Competition Director will determine whether the Red Flag condition is open or closed.
  - i. Closed Red: Work on a car will be permitted during a Closed Red only 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.
  - ii. Open Red: Work on a car will be permitted during an Open Red on both the track surface 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.
    - 1. All four tires must remain on the track during an Open Red. Any work done on a car requiring a jack must be done in the work area.
    - 2. If a car goes to the work area during the Open Red, the car will start at the tail.
- d. The Black Flag indicates for the instructed car to clear the racing surface. The car will not be scored if it does exit the track on the next lap.
- e. The Royal Blue with Orange Diagonal Stripe indicates a lapping competitor is attempting to pass, give him/her consideration.
- f. The White Flag indicates that there is one lap left in the race.
- g. The Checkered Flag indicates the race is completed.

## Initial Starts

- a. Initial starts will be double file unless the Competition Director specifies otherwise.
- b. The leader sets the pace for a start. The front row must be side-by-side at the designated starting location. All starts occur coming out of turn four.
- c. 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.

## Race Completion

- a. 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 Competition Director states otherwise.
- b. If the scheduled distance of a feature event has not been covered, it is within the Competition Directors's discretion to decide if the race is complete.
- c. 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.
- d. 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.
- e. 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.
- f. 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.
- g. 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.
- h. In the event of a rain out or an act of God 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.

## Restarts

- a. Restarts will be single file unless the Competition Director specifies otherwise.
- b. In the event of a yellow flag, cars will restart according to the last completed lap.
- c. In the event of a red flag, cars will restart according to the last completed lap.
- d. 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 Series and/or Competition Director will determine if the stop was made for a safety issue.
- e. 360 Spins: If the driver impedes the race, bringing out a yellow flag, that driver will be placed to the rear of the field. If the spin does not impede the race, that driver will blend back into the running order.
- f. 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.
- g. 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 Series and/or Competition Director will determine if the stop was made for a safety issue.

- h. If two or more competitors engage in any combination of the events named in letters (d) through (g) 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.
- i. 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.
- j. The leader sets the pace for a restart. All starts and restarts occur coming out of turn four.
- k. Participants cannot pass other competitors until they pass the start cone in Turn 4. If a participant passes another competitor before the cone, that driver will be penalized two positions per car passed at the next yellow flag or the completion of the race, whichever happens first.
- l. Choose Cone Restarts: The Series and/or Competition Director have the discretion to use a Choose Cone in the event of a restart of the race.
  - i. A cone will be placed on the racing surface in the designated area. All drivers will be instructed to pass the cone on the inside or the outside, electing their starting lane for the upcoming restart.
  - ii. Once a driver selects a starting lane, they must maintain that position. Failure to do so will result in a single file restart in the original running order, with that driver going to the tail.
  - iii. The leader will fire first on the restart, no matter if they selected the inside or outside starting lane.
  - iv. In the event a lap is not completed after the use of a Choose Cone Restart, competitors will be lined up single file in the original running order for a single file restart.
  - v. The Choose Cone will be used until just 5 laps remain in the event, or if track conditions don't warrant it.
- m. All lapped cars will be placed to the rear of the field on all restarts.

## **Retaliation**

- a. If a participant engages in retaliation before, during, or after a race, the participant will be disqualified and will receive no points or pay. Additional fines or suspension could be given at the discretion of the Series and/or Competition Director.

## **Rough Driving**

- a. 1st Offense: Driver will be sent to the tail.
- b. 2nd Offense: Driver will be disqualified, receive no points and no pay.
  - i. Additional fines or suspension could be given at the discretion of the Series and/or Competition Director.

## Scoring Procedures

- a. In the instance that there is a caution after the leader and at least one other car has crossed the scoring line, split scoring will be utilized. Those that crossed before the caution will be scored in the way they crossed, with the remainder of the field being lined up according to the last previous lap. The only exception will be the first lap and the lap returning from caution where all cars must cross the line.

## Slide Jobs

- a. 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 Competition Director.

## Starting Speeds

- a. No cars will hot lap or pass the designated pace car prior to the start of the race.
- b. In the event the first row fails to properly address the starting line, whichever car or cars are involved shall be penalized at the discretion of the Competition Director.
- c. 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.
- d. 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.
- e. No driver may deliberately improve his position until the green flag is displayed.

## Stopping on the Track

- a. 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 Series and/or Competition Director has the discretion to determine if the stop was made for a safety issue.
- b. 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 Series and/or Competition Director has the discretion to determine if the stop was made for a safety issue.
- c. Any driver/car that causes two unassisted incidents bringing out the caution and stopping the race, will be sent off of the racing surface for that event.
- d. If the Competition Director determines that a participant is continuously impeding a race, the participant will not be permitted to resume the race.

## Warm-Up Laps

- a. The Competition Director will determine and explain warm-up procedures at the driver's meeting at each track. These will differ depending on track conditions and event procedures.

## Work Area

- a. 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.
  - i. The car will restart at the tail of the field.
  - ii. Work area time will not be given until an initial green flag is attempted for that event.
  - iii. Work area time will be given for all events (preliminary and feature events), until the halfway point of the event is reached. At that point the work area will still be available, just without guaranteed time.
    1. Cars that are no longer on the lead lap or utilized a provisional for that event, will not be guaranteed work area time.
  - iv. 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.
  - v. 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.
  - vi. 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.
  - vii. The Series and/or Competition Director have the discretion to waive the work area at any time in the race program.
- b. In the event that a car is damaged by a push truck, the field will go red for that event and the damaged car will be allotted 180 seconds in the work area before the field is refired and realigned. The car will retain its initial starting position once rejoining the field.
  - i. In the event that it happens during qualifying, the driver will be allowed to make repairs and rejoin at any point in the qualifying order before the conclusion of the scheduled order.