



POWRi QMRL Racing Procedures

Age Requirements

All people that enter into any restricted area (i.e track or hot chute areas) must be a minimum of sixteen years of age. No child under the age of 16 can be a handler, flag person, corner worker, etc. They must be a POWRI QML member. No driver participation under five years. A Novice may train and practice only at four years six months of age. No racing until five years of age. In Quarter Midget classes, drivers cannot race past December 31st of the year that they turn 17 years of age.

The possession or use of illegal drugs by a driver, car owner, mechanic, spectator or race official anywhere in the track, pit or parking area will be strictly prohibited. The use of alcoholic beverages by a driver, car owner, mechanic, or race official anywhere in the track, pit or parking area from the time sign-ins open until the time that tech inspections are completed will be strictly prohibited. Any violation of these rules is subject to disciplinary action.

Qualification Procedures for National Events

Practice and qualifying will be based off of Pre- Registration, (highest to lowest). First to sign in is the last to qualify. No changing classes once qualifying has started. If a car is unable to time for any reason in the proper order, they will be given a no time. All qualifications will be held in accordance with the current POWRI Rule Book and the Official Entry for the event with the following additions and exceptions.

Qualifying will be done as follows, 5 warm up and 3 timed laps. The Handler has the right to take fewer warm up laps. A Handler should only enter track in order to restart a stopped car. No working on the car other than turning on the fuel. Remaining laps will be allowed to be completed for time. No additional laps will be given.

If a car breaks or leaves the track once on the clock but before all laps are completed, the fastest recorded completed lap will be the qualifying time. If no laps were completed, then the car will take a "no time". They will not be able to re-qualify. If two cars have identical times, the second fastest lap will be used as a tiebreaker.

Driver that qualified the car will be the only one eligible to drive it in the class/division for which it qualified. The car that is used for qualification must be the same one used for the race. A driver may only be signed- in one time per class or division. NO double sign in. No exception to this rule. Only one driver may qualify in any one car in the same division. (Example: One lightweight and another driver a heavyweight could qualify in the same car in the 160 class, however, two light weights drivers could not qualify in the same 160 car. No exceptions to this rule.

All cars must be weighed following qualification, and engines must be sealed. If a car or driver does not meet combined weight requirements, they will be given a "No Time" After qualification, cars and engines must remain on the premises for the remainder of the event unless prior approval has been given.

Timing will continue until all classes/divisions are completed. In the event that the Event must be stopped during timing of a division due to weather, curfew or other emergency and cannot be resumed on the same day, the entire division must be re-timed when timing resumes. The use of air filters during qualifying at any POWRI QML pavement events is illegal and will result in a NO TIME. The Tech Official reserves the right to allow air filters at any event that he/she deems necessary. The Race Director has the right to change the event format, including the number of qualifying laps to be run.

If Transponders are used, it is recommended that the location of transponder pin will be 42 inches from the front bumper to the center of the transponder pin. The entire transponder must fall between 40 inches minimum to 44 inches maximum, either left or right side, no greater than 6 inches from bottom of frame rail to top of the transponder within the nerf bar. (If not in proper location, after qualifying or racing, it is a DQ offense at the scales). Unless of evidence of crash damage as determined by official.

Race Director & Officials Authority & Responsibility

Race Director

The Race Director will be in charge of the overall running of the event; National, Local or Regional events; Must be experienced, well-versed in all POWRi QML racing rules and regulations. Race Director will also have the following authority to disqualify a driver/car for the following reasons.

Loss of car related safety items anytime car is on the racing surface this includes nerf bars, bumpers, shoulder bar, or fuel tank, fuel cap will result in an automatic race DQ. Loss or improper use of driver related safety items anytime car is on the racing surface this includes helmet, gloves, neck collar, arm restraints, belts, etc. will result in an automatic race DQ. Liberation of any fluids under any flag conditions onto the track surface without being repaired before returning to the track will result in an automatic race DQ. If an engine smoking without actual fluids leaking onto the track the Race Director may call for a yellow or red flag to verify that it is not liberating fluids will result in an automatic race DQ.

If a handler is signaling to a driver under green flag conditions and/or making adjustments or repairs during a refuel or emergency stop will result in an automatic race DQ. (Cars may be worked on only in the designated work area per our National Work Rule on refuel stop or after a medical red is cleared on an emergency stop). Damage Parts on a car that have not been repaired before returning back on to the racing surface will result in a race DQ

Race Director Disqualifications may not be protested

National Events (No Warm Up)

National events will be roll and go and will not have warm up laps unless determined by the Race Director the track conditions require them. The first race after rain or unusually cold conditions are examples when warm up laps may be considered.

POWRi QML National Championship Races: POWRi QML will provide the dates and locations of all National Events. National Events will be published on the POWRi QML web site, and in the POWRi QML Newsletter.

National Completion: The last scheduled day for all National Races will be Sunday, which is set for a rain date ONLY. If the National Event cannot be completed by 9:00 pm (unless there is a zoning curfew) the event will be officially over and the classes that are not completed will have no champion. The awards may be given out based on qualifying times.

Any disciplinary actions at any National Event will be brought to a hearing before the POWRi QML officers that are in attendance and all club officers in attendance at the National event. If any

disciplinary action is deemed necessary, the member (owner, handler, and /or driver) will be barred from all future participation in that event. Depending on circumstances, additional disciplinary actions (forfeiture of any awards at the National Event or suspension from participation in future POWRi QML events) may be imposed on the member or members.

All tracks that are hosting a National Event are required to be closed (No cars on track) for five days before the National Events start date. The 5 days ends at midnight the day before sign-ins open.

National Work Rule:

The work rule will be mandatory for all National Events. A designated work area will be marked off. A designated work area is where additional POWRi QML members can assist with repairs. This designated work area will depend on the Club hosting the event; this may be a portion of the hot chute. This must be approved by the POWRi QML Safety Director. Any car going to the designated work area will automatically be put to the tail of the pack. Any car that goes to the designated work area under green flag conditions may not re-enter the race, and will be scored as a DNF.

Under a yellow or red flag condition, a car (or cars) may go in the designated work area for repairs using any piece of equipment for repairs, but may not add fuel or (except by track Officials to "AA", Modified WF and Half cars during refueling stops) this will result in a race DQ. If more than one car is in the designated work area, scoring position will be determined by the order of cars returning to the track.

The Flagger will not delay the race for the car(s) in the designated work area. Cars not remaining above the safety entrance/Blend line will be subject to being black flagged. Cars that continue to disregard the safety entrance line may be subject to disqualification or loss of practice and testing session. The Race Director can remind the driver of correct track entry procedures and then the driver may return to the track. The maximum of two handlers per car will be allowed in the hot chute. No additional handlers will be allowed to enter the hot chute for major repairs.

Pre-Qualifier, National Timing Format:

All practice and timing will be done in the order of sign-in numbers, (first to sign-in will be last to qualify) no changes allowed, no changing or adding of classes once practice has started for the event. If a car is not in the correct position and ready to go, the car will be given a "no time".

Transponder Rule: If there is no transponder on the car at the time of qualifying or if the transponder is not reading, the car will be pulled into the hot chute area and next car will be sent out. A transponder will be placed on the car that was pulled into the hot chute and then sent out next.

Timing is back to back only. Handlers is not allowed on track at any event other than to remove tail cone to access Engine compartment & check fuel valve or to restart a car that has spun (Local, Series or National). Timing will begin the first time the car passes the start finish line.

National format is 5 warm up laps followed by 3 laps on the clock. The handler may stand next to the Race Director to change the number of warm up laps wanted before the car enters the track or to put the driver "on the clock" at any time prior to the end of the warm up laps. If a handler doesn't state otherwise, it is assumed 5 warm up laps for regular qualifying. Handlers are not permitted to signal the driver under the green flag. This is a disqualification offense. (Race Director or Judges Authority) If a car spins/goes DOT during warm up laps the handler may enter the track to restart, but number of warm up laps will resume from the lap that the car spun out. If the car leaves the track, blows engine or

breaks after one time on the clock, he is finished, that car will only have one time. Also, if a car leaves the track for a blown engine or breaks before any time is taken, this car will be awarded a "No Time".

In case of an identical time in qualifying, the second fastest lap will be used as the tie breaker to determine the qualifying position. Third lap will be used if need. The driver qualifying the car is the only one eligible to drive it in the event for which it is qualified.

When a driver qualifies in a qualifying event, that driver qualifies for a class, not a division. No more than one driver may qualify in any one car in the same division during a given event. (Example: If your driver qualifies in Light 160 division, that same driver cannot qualify in the Heavy 160 division. If you have two drivers using the same car and one is sign in to the Light division the other driver may use the same car to qualify in the Heavy division.)

Timing will continue until all classes/divisions are completed. If the event needs to be stopped during timing of a division due to weather, curfew or other emergency and cannot be resumed on the same day, the entire division must be re-timed when timing resumes.

After qualifying, all cars will be weighed. Any car/driver not meeting combined weight requirements will forfeit qualifying times. All engines are to be sealed in the car; any sealed component that needs the seal to be broken must be torn down with the approval and in the presence of a Technical Director, if not this will be a reason for disqualification. All cars and engines must stay on the grounds for the remainder of the event.

Table 5-2 Lap Counts by Class/Division, Running Order

CLASS	DIVISION	Heats	Main	Lower Mains
Novice	Junior	20	25	20
Novice	Senior	20	25	20
Animal	Junior	20	30	25
Animal	Senior	20	40	35
Animal	Heavy	20	40	35
Honda	Junior	20	30	25
Honda	Senior	20	40	35
Honda	Heavy	20	40	35
Super Stock	Junior	20	30	25
Mod		20	40	35
Honda 160	Light	20	40	35
Honda 160	Heavy	20	40	35
B		20	40	35
AA/ Modified		20	40	35
Half	Junior	20	40	35
World Formula	Light	20	40	35
World Formula	Heavy	20	40	35

Note: Number of laps for local events may be adjusted.