



# POWRi Quarter Midget Racing League

## **Scoring Procedures**

1. Each Club or Series should appoint or elect a Head Scorer.
2. The head scorer shall organize, direct and execute the duties of the operations of the scoring tower.
3. The head scorer shall have the responsibility to see that the related POWRi approved standardized scoring procedures are part of manual.
4. Head scorer has the responsibility to inform the judges when a decision that is being made is in violation of an POWRi rule or scoring procedure.
5. The head scorer shall execute the wishes of the race director in regard of racing, number of laps, judging assignments ect. as these things apply at local racing event.
6. Head scorer and all appointed assistants shall remain professional at all times.

## ELECTRONIC SCORING SYTEM

POWRi does not require that electronic scoring be used for local club use. At a POWRi Sanctioned National event, a minimum of three, preferably five, and one running the computer. For local events POWRi recommends three manual scorers plus one running the computer. The lap counter is the one running the computer.

**TRANSPONERS:** To be determined at the event and may be posted on the entry.

**Location:** From the front bumper to the to the center of the transponder must fall between 40 inch minimum to 44 inch 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. The transponder must be mounted vertically. Transponder mounted incorrectly will result in a DQ for qualifying and racing.

Reading – if a transponder is not reading before a race has begun, that will be brought into the hot chute area and given another one still retaining his/her starting position. If a transponder falls off or stops reading during a race, the manual scores will continue to score the car and the person running the computer will manually enter that car number onto the scoreboard for re-starts, lineups and results.

Any car without a transponder, whether during qualifying or racing, will be treated the same as if the transponder is not reading.

Electronic Scoring, if used, will be in addition to all normal scoring procedures unless otherwise noted in the procedures.

**NOTE: In addition to current scoring procedures, the use of electronic scoring is recommended. Electronic scoring, if used, shall be in addition to all normal scoring procedures. The number of scorekeepers is optional at a club event.**

- **Jr:** Junior – drivers ages 5-8
- **Sr:** Senior – drivers ages 9-17
- **NT:** NO Time
- **NS:** No Show
- **DQ:** Disqualification, i.e. Flagrant Unsportsmanlike Conduct, excessive biking, scales/tech, loss of safety equipment, ect.
- **BF:** Black Flag, Flagger displayed the black flag to have driver exit the track after receiving 3 charged yellows or 1 flagrant unsportsmanlike conduct offense.
- **DNA:** Did not attempt to race
- **DNF:** Did not finish or 3 Chargeable Driving infractions.
- **DNS:** Did not start
- **Blend Line:** A line for cars to stay above allowing safe entry onto the racing surface.
- **Class:** A race program by engine type and rules. i.e. Novice, Stock, Honda 120, etc..
- **Division:** Defined by age or weight. i.e Jr.,Sr., Lt., Hvy

- **Charge Call:** Term used to describe a penalty assigned to drivers who stop on the track as a result of an incident or have been determined by the judges to be 100 percent at fault for the cause of the incident. Drivers receiving a charge call will be restarted at the rear of the pack.
- **Initial Green:** The first green flag with double file lineup.
- **Spotter:** Person who watches all track activities from warm up time to the checkered flag, including yellow and red flag conditions.
- **Racing Surface:** Track surface and are within the confines of the wall of the track.
- **Lap Counter:** Person assigned to count laps during a race and is responsible for accurate reporting of laps to head scorer.

## **REGISTRATION AND PRE-QUALIFY/RACE PAPERWORK**

### **Pre-Registration**

Pre-registration forms should be placed in the order you received them, assigning qualifying numbers highest to lowest (199, then 198 and so on). Please remember, first to register is the last to qualify. Always keep paperwork-if a driver transfers his pre-registration from Sr. Honda to Hvy. Honda, don't reassign the Sr Honda number to another driver. Make a note on qualifying cards, and pre-registration form the driver has transferred from Sr. Honda to Hvy Honda.

Prior to race day the following paperwork can be done; 3 sets of qualifying sheets for each class with pre-registered driver's name and qualifying # on qualifying sheet and qualifying weight sheets for scales.

### **Registration at Event**

Register all drivers that did not pre-register. Starting with the qualifying number that you have remaining for that class and division. Continue with the same procedure that you did for the pre-registration, each driver's name must be added to qualifying sheet and qualifying weight sheets for the scales.

Note: If you are using Electronic scoring qualifying sheets and qualifying weight sheets will be printed and used to record times and weights.

**\*\* OFFICIAL POWRi RUNNING ORDER & NUMBERING SYSTEM \*\***

Novice	050-000
Jr. Animal	150-100
Sr. Animal	350-300
Hvy. Animal	550-500
Jr. Honda	150-100
Sr. Honda	350-300
Hvy. Honda	550-500
Jr. Stock	125-100
Mod	325-300
Lt. 160	150-100
Hvy. 160	350-300
B	425-400
AA/Modified WF	525-500
Jr Half	575-550
Lt. World Formula	150-100
Hvy. World Formula	250-200

## **Event Format**

### **Local Events**

Racing format is at the club's discretion. The following formats can be used for local events if desired.

### **Local Option**

- Practice Session
- Individual timing (by qualifying number, lowest to highest)
- Main/ Feature

### **National Event Format**

All National events will follow this format: (to be done in POWRi class/division running order)

- Practice Session
- Individual timing (by qualifying number, lowest to highest)
- Heat Races
- Main/Feature races

Points will be assigned for qualifying results and heat results.  
Heat lineups will be created based on qualifying results/points  
Main/Features lineups will be created based on combined points from qualifying and heats.

## **Practice Procedures**

When Practice begins for qualifying there will be at least ONE scorekeeper in the tower. They will check the sign –in numbers of the cars on the track to make sure they are counted for practicing and are in the correct order.

Safety sheets must be returned back to the tower from registration, they will be checked to see that all information is on the sheets correctly. Verify that all juniors are under 9 years of age and all seniors are 9 years of age or older. (Exception: rule regarding drivers turning 9 mid-season). The age of the child on qualifying day will determine the division the driver will run during the event.

After the sheets are checked, they are to be placed by class, in numerical order of sign in number. This also is the order of timing. For National (optional for club) timing and practice will be done in the order of sign in numbers. No changes allowed. If a car is not in their position or unable to practice in the proper order, the car will miss that practice session. There will be no changing or adding of division in (class or classes) once practice begins. There will be separate qualifying sheets for each class and /or division.

If using electronic scoring the registration quick sheets will be used by the tower and pit stewards to ensure proper order for practice.

## **QUALIFYING PROCEDURES**

When qualifying begins, Head Scorer along with a minimum of two manual scorers, preferably four, will be in the tower. There must be an uneven number of scorers. No one else will be allowed in the tower other than for official business. **The fewer people in the tower the less confusion during qualifying.**

All recordings of timing and scoring of races by scorekeepers, will be done ink. The clock will be placed in front of the head scorer or appointed assistant. Head scorer keep will have all qualifying sheets with all the driver's name and qualifying number in proper qualifying order of qualifying pre printed for each qualifying class.

The handlers are not allowed on the track other than turn on fuel valve or Push off a car that has spun, At any event (Local or National) all 8 qualifying laps may be "on the clock to determine by the Race Director. Timing will begin first time the car passes the start finish line. Otherwise POWRi National format is 5 warm up laps followed by 3 on the clock. The handler may stand by 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 finish of the warm up laps. If a handler doesn't state otherwise, it is assumed 5 warm up laps for regular qualifying.

Qualifying times will then be announced in the tower by the head scorer or appointed assistant and recorded by all scorekeepers. One the other scorers will verify times read out loud after verification by all scorers, the time/best time will be announced.

If a car is not in their position or unable to time in the proper order, the car will be assigned an NT and placed in the last qualifying spot of its class/division. If a car leaves the track, blows engine or breaks after one time on the clock, he is finished. That car will be assigned an NT. If a car stops on the track and/or spins during completing all timing laps, he may be restarted and allowed to complete remaining timing laps. The first or fastest lap will be the qualifying time. Any irregularity will be noted on the qualifying sheets, i.e. signed in as heavy, but did not make weight, etc..... If a heavy driver is found to be light after qualifying, they will be assigned with an NT and placed in the last qualifying spot of the LIGHT Division of the same class. If a car is found to be light or disqualified after for any reason, it will be given a DQ for its qualifying time and placed in the last qualifying spot of its class/division. The weight or other infraction must be corrected prior to racing.

If the tail cone comes off of the car during timing, the car will be able to continue timing (no yellow flag will be thrown). That car may have to "drive around the tail cone" and at the scales, they must make weight without the tail cone.

If during qualifying there should be any mechanical error in timing system or in the case of transponder usage (a transponder not "reading"), the car on the track will be brought into the hot chute area for the problem to be fixed. The car that was brought in for repairs will only be allowed to fix the transponder, nothing else can be touched or worked on.

The next qualifying car will be sent out and time, followed by the car that was in the hot chute area. The car in the hot chute are will be allowed all warm up laps and any remaining qualifying laps.

Once qualifying is completed, sheets will be placed in proper order as follows: qualified car (fastest to slowest), NT in order of registration, DQ in order of registration and then DNA also in order of registration. In the case of an identical qualifying time, the second fastest lap time will be used as the tie breaker and is placed in the fast position. If a handler wishes to scratch a car from a race, he must notify the Race Director, who will in turn notify the tower. If the car is scratched before lineups are made, all slower cars will be moved up.

When qualifying is completed, scorers will prepare lineup from timing sheets. A scoring sheet will be provided to each scorer. The head scorer will contact Race Director in case there are any questions. There should be a sufficient number of copies of lineups for each race, including on for ALL Race Officials (pit steward, race director) and one posted in a common place for participates to view.

## **SETTING UP RACES**

After timing is completed in each class or division, scorers should prepare to set up races by numbering fastest to slowest cars from their timing sheets.

REMINDER: If a heavy class DRIVER is found light after qualifying, they will be assigned with NT and placed in the last qualifying spot of the LIGHT DIVISION of the same class. If a is found to be light or is disqualified after qualifying for any other reason, it will be given a DQ for its qualifying time and placed in the last qualifying spot of its class/division

## **Local Events**

Race set up is at the club's discretion. Common practice is all races are set up by inverting the fastest cars to the rear and slowest on the pole in all classes which is described under the Local Option Format below.

### **Local Level Only**

At the local club level, divisions and classes be combined. EXAMPLE 1: Lt & Hvy WF may be run together as long as the Hvy cars are started in the rear of the Lt. Awards must be given to each division at the completion of the race. Lt & Hvy cars are separated on the score sheets to determine the finish of both divisions separated on the score sheets to determine the finish of both divisions separately. Awards must be given to each class at the completion of the race.

### **Local Option Format**

After each class and divisions have completed qualifying, verify the order of (fastest to slowest). Those qualifying times determine your lineup for each main in each class and division. Please remember top 6 are inverted. The last main of 6 are inverted: the remainder drivers are straight up. Cars that are transferring into the next race will go straight up according to how finished (Example: 1<sup>st</sup> place in the "C" main will be car #6 in The "B" main and so on). After qualifying is completed paperwork for that class and division can be done. Score sheets, race weights lineup & judging sheets. You will add the race number to these papers after the race order has been established. The head scorer or someone she has assigned will put together a list of how many cars qualified in each class (for Example Light Mod has 27 cars, meaning there will be an A, B, C, and D main).

The races should be numbered from the last main by class and ending with the A Main event. It should be established before the races begin how the tech people are to know which cars are to be impounded for inspection. Tech sheets should be prepared for each finished race and given to the tech inspector before tech begins for that division/class.

## **National Format**

At the conclusion of qualifying, assign points as follows, with the tiebreaker being the next fastest time:

Fastest = 1 point

2nd fastest = 2 points

3rd fastest = 3 points, etc.

## **Heat Race Lineups**

Determine the number of heats based on number of cars evenly divided. For example:

- Sr Honda, 23 cars = 3 heats (8,7 cars per heat)
- Lt 160, 19 cars = 2 heats (10,9 cars per heat)



Lineups will be created by filling the heat positions in order, starting with the highest number of points. (Fastest time/lowest points will start in the rear).

**EXAMPLE: Sr Animal (23 cars)**

Start	Heat 1 (8 cars)	Heat 2 (8 cars)	Heat 3 (7 cars)
1	23rd fastest/23 points	22nd fastest/22 points	21st fastest/21 points
2	20th fastest/20 points	19th fastest/19 points	18th fastest/18 points
3	17th fastest/17 points	16th fastest/16 points	15th fastest/15 points
4	14th fastest/14 points	13th fastest/13 points	12th fastest/12 points
5	11th fastest/11 points	10th fastest/10 points	9 th fastest/9 points
6	8 th fastest/8 points	7 th fastest/7 points	6 th fastest/6 points
7	5 th fastest/5 points	4 th fastest/4 points	3 rd fastest/3 points
8	2 nd fastest/2 points	Fast time/1 point	

**EXAMPLE: Lt WF (19 cars)**

Start	Heat 1 (10 cars)	Heat 2 (9 cars)
1	19th fastest/19 points	18th fastest/18 points
2	17th fastest/17 points	16th fastest/16 points
3	15th fastest/15 points	14th fastest/14 points
4	13th fastest/13 points	12th fastest/12 points
5	11th fastest/11 points	10th fastest/10 points
6	9 th fastest/9 points	8 th fastest/8 points
7	7 th fastest/7 points	6 th fastest/6 points
8	5 th fastest/5 points	4 th fastest/4 points
9	3 rd fastest/3 points	2 nd fastest/2 points
10	Fast time/1 point	

The heat races should be numbered beginning with Race #1 following POWRi running order.

## EXAMPLE

180 Sign-Ins	Total 23 Heat Races	
32 Jr Animal (4 heats; 8 cars/heat)	Race #1 Jr Animal Heat 1	Race #13 Hvy Honda Heat 1
32 Jr. Honda (4 heats; 8 cars/heat)	Race #2 Jr Animal Heat 2	Race #14 Jr Stock Heat 1
32 Sr. Honda (4 heats; 8 cars/heat)	Race #3 Jr Animal Heat 3	Race #15 Mod Heat 1
6 Hvy Honda (1 heat)	Race #4 Jr Animal Heat 4	Race #16 Mod Heat 2
8 Jr Stock (1 heat)	Race #5 Jr Honda Heat 1	Race #17 Lt 160 Heat 1
15 Mod (2 heats; 8 cars, 7 cars)	Race #6 Jr Honda Heat 2	Race #18 Lt 160 Heat 2
19 Lt 160 (2 heats; 10 cars, 9 cars)	Race #7 Jr Honda Heat 3	Race #19 Hvy 160 Heat 1
7 B (1 Heat)	Race #8 Jr Honda Heat 4	Race #20 Hvy 160 Heat 2
5 AA/Mod WF (1 Heat)	Race #9 Sr Honda Heat 1	Race #21 B Heat 1
5 Jr Half (1 Heat)	Race #10 Sr Honda Heat 2	Race #22 AA/Mod WF Heat 1
	Race #11 Sr Honda Heat 3	Race #23 Jr Half Heat 1
	Race #12 Sr Honda Heat 4	

## Main/Feature Race Lineups

At the conclusion of heats assign points as follows:

1st place = 1 point

2nd place = 2 points

3rd place = 3 points, etc.

Points awarded for the heats will be combined with the points from qualifying to determine the lineups for mains.

Tiebreaker – qualifying time.

**EXAMPLE: Lt WF 19 Drivers**

Names	Qual Time	Points	Heat Finish	Points	Total Points
John Doe1	5.432	1	7	7	8
John Doe2	5.433	2	1	1	3
John Doe3	5.434	3	2	2	5
John Doe4	5.435	4	1	1	5
John Doe5	5.436	5	10	10	15
John Doe6	5.437	6	3	3	9
John Doe7	5.438	7	5	5	12
John Doe8	5.437	8	5	5	13
John Doe9	5.512	9	2	2	11
John Doe10	5.513	10	4	4	14
John Doe11	5.514	11	6	6	17
John Doe12	5.515	12	8	8	20
John Doe13	5.516	13	6	6	19
John Doe14	5.517	14	4	4	18
John Doe15	5.518	15	9	9	24
John Doe16	5.519	16	7	7	23
John Doe17	5.521	17	8	8	25
John Doe18	5.522	18	3	3	21
John Doe19	5.523	19	9	9	28

## Main Line ups

Main	Starting Position	Name	Total Points
A	6	John Doe 2	3
A	5	John Doe 4	5*
A	4	John Doe 3	5*
A	3	John Doe 1	8
A	2	John Doe 6	9
A	1	John Doe 9	11
B	6	John Doe 7	12
B	5	John Doe 8	13
B	4	John Doe 10	14
B	3	John Doe 5	15
B	2	John Doe 11	17
B	1	John Doe 14	18
C	6	John Doe 13	19
C	5	John Doe 12	20
C	4	John Doe 18	21
C	3	John Doe 16	23
C	2	John Doe 15	24
C	1	John Doe 17	25
C	7	John Doe 19	28

\*Tie Breaker – qualifying time

If a driver is not a finisher in his heat race, he will be placed in the appropriate Main event by points, but will not participate in the invert.

The Race Director or POWRi board members will establish a race order for the main/feature races. The number 1 race is the class with the highest main, first to hit the track (for example Sr. Honda "X" main is Race 1, then could be Jr. Honda "M" main is Race 2). Keep in mind you need to separate the races to give transfer cars enough time to get ready for the next race. The "A" Main for the highest class (usually Heavy WF or Jr. Half) is the last class to run. Once the race order has been determined and approved, the paperwork (score sheets, weigh sheets and lineup sheets) can be numbered. At the top of the score sheet, weigh sheet and line-up sheet write what division, class, main and race number that race is. Something very helpful is at the top of the score sheet write the race your transfer car will race in next (for example Jr. Honda, "C" main, Race #1, they will transfer to Jr. Honda, "B" main, race # 13. You would then put on the race #1 score sheet "go to race #13" the scorer would then know to go to Race 13 and write the transfer names to that score sheet). Each scorer will be responsible for writing the transfer drivers names on to the next score sheet. Reminder if there is a motor change as the races are being held, the Head scorer will inform the other scorers for that car to go to the tail of that race in the order that the motors were changed.

EXAMPLE FOR NATIONAL FORMAT RACE SET UP: The races should be numbered from the last main by class and ending with the A Mains.

32 Sr Honda	Race #2 Jr Honda E Main	Race #16 Hvy 160 B Main
32 Jr Honda	Race #3 Sr Honda E Main	Race #17 Mod B Main
6 Hvy Honda	Race #4 Jr Animal D Main	Race #18 Jr Animal Amain
8 Jr Stock (1heat)	Race #5 Jr Honda D Main	Race #19 Sr Honda A Main
15 Mod	Race #6 Sr Honda D Main	Race #20 Sr Honda A Main
19 Lt 160	Race #7 Jr Animal C Min	Race #21 Hvy Honda A Main
19 Hvy 160	Race #8 Jr Honda C Main	Race #22 Jr Stock A Main
7 B	Race #9 Sr Honda C Main	Race #23 Mod A Main
5 AA/Mod WF	Race #10 Lt 160 C Main	Race #24 Lt 160 A Main
5 Jr Half	Race #11 Hvy 160 C Main	Race #25 Hvy 160 A Main
	Race #12 Jr Animal B Main	Race #26 B A Main
	Race #13 Jr Honda B Main	Race #27 AA/Mod WF A Main
	Race #14 Sr Honda B Main	Race #28 Jr Half A Main

Any car still found to be illegal after the race is automatically disqualified and marked illegal on the sanction sheet. At sanction races, there is no combining of classes or divisions under any circumstances.

**For Qualifiers and National:** When the "A" Mains are running at the completion of the race you will need to fill out a tech sheet for the first through third place car (unless otherwise told differently by Tech) and Fast Time. Once they are made out, a runner needs to take those tech sheets and place them in the seats of the cars going to the impound area.

No results are final until Tech is completed.

**TRANSFER CARS:** All Divisions – 4 cars transfer  
At local level, number of transfers

In an attempt to maintain a full field of cars in each feature, if there are under four cars to finish the feature being completed, the field will be filled with the last DNF. Disqualified cars may never transfer. Remember engine changes still go to the rear of the race that they qualified in or are racing in.

All classes, with the exception of the Novice, will have a maximum of ten cars per race with eleven cars permitted in the lowest main

### HOW TO USE YOUR SCORE SHEET

- ❖ Fill in class, date and time of start of race.
- ❖ Fill in the driver's names and starting positions.
- ❖ During warm ups, check the paper number on cars for legibility.
- ❖ Check to see that the lineup on the track is the same as your score sheet lineups.
- ❖ Check on any variations before the green flag. Do not adjust your lineup information on your sheet unless you have made a clerical error. If the starting lineup is different on your sheet than on the track, it may be because of engine changes or drivers being late out, etc... Make note of the different starting lineup in the restart area of your score sheet using an S for starting lap.
- ❖ List the cars as you see them pass the start/finish line on each lap.
- ❖ Learn as soon as possible, to circle lapped cars as they occur so that there are no mistakes or delays when restart lineups are given out.
- ❖ If you miss a car or lap, do not try to fill it in immediately. Pick out the lead car and begin the next lap ASAP. Don't be too concerned about what lap you're on. It is more important to get the car #'s on paper. You can always reconstruct the race later from your notes and figure out the laps and finish. All reconstruction must be done in different color ink – preferably RED.
- ❖ When a yellow flag is thrown, make a slash mark on your score sheet between the car #'s at the point when the flag is thrown. Do not get in the habit of stopping your scoring right away. As long as you have the slash mark, you can continue to write #'s until all cars pass the line. NOTE: You'd be surprised how often this information comes in handy even though it is not an official lap.
- ❖ Restart lineups will be determined by taking the last completed lap (all cars present) and making the necessary adjustments for judge's decisions.

## **REMINDER:**

All activities that occur during green, yellow and red flags must be documented. List all restart lineups in the RESTART area of the score sheet. Be sure to indicate the lap # of each restart (multiple restarts in same lap you may label lap, i.e. 12A, 12B, 12C etc...) This is very important ,especially if you need another restart before you get another green lap in because in that case you would build your new lineup from your RESTART lineup.

List all Charged Yellows in the upper right hand area of the sheet (or within your score sheet that the club uses). Use the number 1 – 0 as the car #'s. Always watch for 3 driving infraction calls or 1 Flagrant Unsportsmanlike Conduct on any driver and notify your Head Scorer, who will confirm with the judges, as soon as any driver reaches the maximum number of Calls.

As cars drop out for mechanical reasons, Calls etc., begin to note them in your finish area so that you have a clear idea of how many cars should be in each lap. A spotter can be a big help in this area noting these activities happening on the track. Record all laps, even if your sheet says the cars have gone 40 laps or all of the required laps, if the checkered flag has not fallen continue to score. Use the back of your score sheet or another piece of paper if need be. **NOTE: All laps count until the checkered flag is thrown.**

## **STARTS**

The flag person will be responsible for decisions on start and the conduct of the races.

The flag person or the judges have the option to put any car(s) to the rear that fail to keep proper pace. This is not considered a Chargeable infraction.

The authority of the judges begins with the cars entering the track, and/or hot chute and ends when cars arrive at the scales. The judges may disqualify a driver at any time before, during, or after the race.

After the initial warm up period has elapsed, all cars past the designated line and on the track will be lined up according to original starting position. All others will start at the back of the pack – in the order they enter the race track.

Cars stopping on the track before the initial green flag will retain their position, unless the judges assign a Call.

Cars going to the work area after the warm up time expires (except "AA" and Half class, which are refueled after initial warm up) will be placed at the rear in the order they come back out on the track (assuming the work rule is in effect)

## **RESTARTS**

All restarts will be single file. The flag person will be responsible for decisions on all restarts.

The judges must notify the tower of any driving infraction. Head Scorer and or appointed assistant will then issue a proper restart lineup order to the flag person.

When making a lineup for a restart, scorers should verify lapped cars before giving out a new lineup and all scorers should agree on the lineup. (Note: if at any time a unanimous decision becomes impossible – the majority of scorers agreeing will determine the outcome and the Head Scorer is the tie-breaker).

When creating a restart, you should always start the lineup by using your last completed lap. Then move the cars that caused or were involved in the accident that brought out the yellow/red flag. Next, cars that went to the work area, in the order that they returned to the track. Create your restart in the order those things happen. Refer to example below.





Anytime a tail cone or other related body parts falls off a car, a yellow flag will be thrown and the car sent to the hot chute/designated area to put the tail cone or other related body parts back on. This car will receive a DOT unless the judges determine another car is 100 percent at fault for the tail cone/part coming off. If so, the offending car will receive the driving infraction and also sent to the back and the car that lost the part will not be assigned a driving infraction. All cars will resume racing as long as it is not their third Call and they make it back out before the green flag. They will restart at the back of the line-up. If the tail cone or other related body parts fall off on the last lap of the race and the checkered flag has been thrown, they will be given a DNF regardless of how many driving infractions they have. The tail cone or other related body parts may be put back on to cross the scales.

Out Late Rule: This rule is written to clarify the case of a car coming out of the pits on a restart. Identify the situation then apply for that situation.

For cars attempting to re-enter the race on restarts, the following situations and rules will apply:

#### **MADE THE LINE IN TIME**

#1: Car is attempting to rejoin the field; car is under its own power with the nose of the car past the designated out late line as determined by the judges before the green flag drops.

Rule for #1: Car will be allowed to return to the race and must fall to the end of the field before attempting to pass. Failure to fall to the end of the field before attempting to pass will result in an immediate DQ.

#### **OUT LATE – NEXT LAP COMPLETED**

#2: Car with nose NOT past the designated out late line as determined by the judges or not attempting to rejoin the field while in the pit area after a restart green and at least one lap subsequently scored.

Rule for #2: Car will not be allowed to return to the race and will be scored as a DNF.

#### **NO ATTEMPT – NEXT LAP CAUTION**

#3: Car not attempting to rejoin the field and in the pit area after a restart green and the subsequent lap returns to caution and is not scored while the car is in the pit area.

Rule for #3: Unless this car has three Calls, the car will be allowed to rejoin the race and will restart at the rear of the field in the order they returned to the track

#### **ATTEMPT MADE, OUT LATE – NEXT LAP CAUTION CAUSED BY CAR OUT LATE**

#4: Car is attempting to rejoin the field with the nose of the car NOT past the designated out late line as determined by the judges before the green flag drops and the judges determine that the car out late causes a caution during the restart or first lap after returning to the track.

Rule for #4: Car will not be allowed to return to the race on subsequent restarts and will be scored as a DNF.

#### **ATTEMPT MADE, OUT LATE- NEXT LAP CAUTION**

#5: Car is attempting to rejoin the field with nose of the car NOT past the designated out late line as determined by the judges before the green flag drops and a caution occurs before a lap is scored and is not due to the car entering the track late.

Rule for #5: Car will be allowed to return to the race on the next restart and will restart at the rear of the field.

**IT IS THE FLAGGER'S RESPONSIBILITY TO MANAGE THE SPEED OF THE CARS WHILE UNDER CAUTION SO A CAR RETURNING TO THE TRACK CAN SAFELY DO SO AND JOIN THE FIELD AT THE REAR OF THE PACK.**

### **SCORING RACES**

On race day, there will be a minimum of three scorers, preferably five, to score the races (local level 5 or 3 scorers); scorers should also note cars stopped on the track and record lap and reason for cars leaving the track. The flag person will make sure the four corner men are in position before dropping the green flag. (Judges and Scorers should help monitor this.)

Be sure that all scorers have a clear view of the start finish line. All scoring should be done from the start/finish line-**NEVER from turn 4.**

When the warm-up time has expired, any cars not on the track will be placed at the tail in the order they come onto the track.

When the green flag falls each scorer will record the cars as they see them cross the start-finish line. Laps can be scored either vertical or horizontal on the scoring sheet. There are POWRi scoring sheets for both methods and either method is acceptable.

Cars are always recorded in the order each scorer SEES the car cross the start-finish line. If a car is lapped a circle should be put around the number of the lapped car in the next lap it appears in. That car number is only circled in that one lap and not circled again unless the race leader laps it again.

EXAMPLE: Lap 23	9-7-8-5-0-4-3-2-1-6
Lap 22	9-7-8-5-0-4-3-2-1
Lap 21	9-7-(6)-8-5-0-4-3-2-1 <-circle car 6
Lap 20	9-7-8-5-0-4-3-2-6-1
Lap 19	9-7-8-5-0-4-3-2-1
Lap 18	9-(6) -7-yellow flag (8 & 5 stopped on track)

The 6 car would have been circled for the second time in lap 18 if not for the yellow flag. Because car 6 crossed the start-finish line before the yellow you bring car 6 to the rear of lap 19 and he is no longer lapped in lap 18. Remember not to count that circle from the incomplete lap when tallying lapped cars and **NEVER RESTART A RACE WITH A LAPPED CAR.** This makes lap 19 your last completed/recorded lap. (This does not affect being lapped in lap 21). Assuming no driver was found to be 100 percent at fault, your lineup should be 9-7-0-4-3-2-1-6-8-5.

EXCEPTION: IF CAR#6 had spun and did not cross after the 9, you would need to go back to lap 20 to create your new lineup. You would re-start the races with lap 19 again since it was never completed in this instance. Sometimes, you may need to go back two laps to get a completed lap and then you will resume racing on the next lap following that last COMPLETE LAP.

## WHAT TO DO WITH LAPPED CARS

When restart line-ups are made lapped cars are left where they were running with the following exception:

### EXAMPLE

Lap 24	9-7-8-5-0-4-3-2-1-6
Lap 23	9-7-8-5-0-4-3-2-1
Lap 22	9-7-(6)-8-5-0-4-3-2-1 <-circle car 6
Lap 21	9-7-8-0-5-4-3-2-6-1
Lap 20	9-7-8-5-0-4-3-2-1
Lap 19	9-(6)-7-8-5-0-4-3-2-1 <-circle car 6
Lap 18	9-7-6-0/ yellow flag

Lap 19 is completed, the yellow is thrown, 8&5 are stopped on the track and no driver is found to be 100 percent at fault. The new lineup is 9-6- 7-0-4-3-2-1-8-5. Even though car 6 is a lap down it restarts in the 2nd position. However, it is actually running 10th in the race at this point.

### EXCEPTION: YOU CANNOT START A RACE WITH A LAPPED CAR

If cars in front of lapped cars are sent to the rear, (either by stopping on the track or to be found 100 percent at fault), the lapped car will be brought to the rear and now becomes un-lapped for 1 (one) lap only.

**EXAMPLE:** Lap 23 was 9-7-6-8-5-0-4-3-2-1, if the next lap is 9-7-6-8 but a yellow comes out because 9 & 7 are stopped on the track and no driver is 100 percent at fault, the first step in recreating the new line-up would be 6-8-5-0-4-3-2-1-9-7 moving the cars that stopped on the track to the rear. But, you **CANNOT RESTART** a race with a lapped car; the lineup will now be 8-5-0-4-3-2-1-9-7-6. Now the lapped car will become un-lapped in that lap only. (Refer to example below)

Driver's Name		25	24	23	22	21	20		Call	DNF	DQ
1								1			
2								2			
3								3			
4								4			
5								5			
6								6			
7								7			
8								8			
9								9			
10								10			
X								X			

Restarts/Lap #									Finish
22	6850432197							1	
22	8504321976							2	
								3	
								4	
								5	
								6	
								8	
								9	
								10	
								x	

REMINDER: cars going to the rear are placed there in the same order as the events occurred.

1. **Cars still running.**

2. **Cars stopped on track but not at fault:** They will retain their positions, that they were running in the last completed lap, unless the car went into the work area. **NOTE: Cars stopped on track but not at fault only exists if a driver is found to be 100 percent at fault for the incident and is assigned a DOT.**

3. **Charged Cars:** A car assigned with 100 percent fault for the incident will be placed in the tail of the lineup. If 2 or more cars stop on the track and the judges did not assign 100 percent fault to one car they go to the rear in the order in which they were running in the last completed lap.

4. **Work area cars:** While you are getting your new line-up, cars that went to the work area, (if work rule is in effect), will be placed in the line-up at the back in the order they returned under power.

**A car that is being pushed around the track by handlers can only pass the flag stand twice; thereafter the car must go to the designated work area before returning to the track surface.**

If a car stops on the track during yellow flag conditions, the driver will retain their running order as of the last recorded green flag lap and will not be assigned with a driving infraction unless the judges assign fault. If after a red and or yellow flag falls, but before the green drops, a car is pushed off and stops before they have completed one lap under power, the car will be put back in their running position and not be counted as stopped on the track.

**EXAMPLE:** If two cars stop on the track under yellow and the judges assign fault to one of the cars, the car at fault goes to the rear or is DQ'd depending on the infraction. Then, if a car comes out of the work area in time, it will go behind him. If a second car returns from the work area after that it goes to the last spot in the line-up, and so on, it continues.

Cars numbered 1-2-3-4-5-6-7; if the leader, car #1 spins out after lapping everyone in the race twice. If no fault is assigned the new lineup is 1-2-3-4-5-6-7, with all cars except the leader being only one lap down. At the same time, if each of those cars were down a different number of laps, each would simply be credited with one lap back. Anyone who was down 3 laps would now be down 2 laps, etc. Remember, you cannot start a race with a lapped car.

### **STOPPED ON TRACK/ DOT**

**Before the first green:** All cars stopping on the track before the start of the race will retain their starting positions, unless the judges determine one car is 100 percent at fault and is assigned a driving infraction

**Under green flag conditions:** All cars stopping on the track should be recorded on the scoresheet. If the judges find one car 100 percent at fault, that car will be restarted at the back of the pack and will be assigned with a driving infraction. All other cars involved in the incident will retain their position as of the last green flag lap scored. If full responsibility is not assigned to a single car, all cars that stopped as part of the incident and all cars that did not stop in a controlled manner will be restarted at the rear in the order in which they ran on the last recorded green flag lap and will be assigned a driving infraction.

**Under yellow flag conditions:** Any car(s) stopping on the track under the yellow will be restarted in the position they were running in the last completed lap. Remember that cars stopping on the track under yellow are recorded separately from cars stopping on the track under green and the cars are not assigned a driving infraction unless the judges make such an assignment.

**1 Flagrant Unsportsmanlike Conduct:** After a car receives 1 Flagrant Unsportsmanlike Conduct offense from the judges that the car is AUTOMATICALLY disqualified. This car# should not appear in the restart line-up.

If a car is disqualified under GREEN, the tower will notify the flagger who will signal the driver by waving the black flag to that car. Using the numbered black flags makes this task easier. If in the case the driver refuses to leave the track after 3 attempts by flagger, the red flag is thrown and the car will be removed.

### **ORDER OF FINISH**

The order of a finish will be determined by the order of cars that went the most laps in order of their finish. By circling a car # when it is lapped, it can be determined how many laps it was down by counting the circles at the end of the race.

If your last lap reads: 9-0-8-7-6-5-1-4-3-2 and cars 6 & 1 were each lapped once, car#5 was lapped twice and car #4 lapped three times, slash marks should be made next to each lapped cars in the final lap to determine how many times each has been lapped

EXAMPLE:

9  
0  
8  
7  
6/  
5//  
1/  
4///  
3  
2

Your finish would be 9-0-8-7-3-2-6-1-5-4 after considering the lapped cars. When the checkered flag drops the time of the day should be written on the score sheets. A protest must be made within 1 hour after the completion of the race. NOTE: If there is an extended period of time between the time a race ends and the time of day that the finish is announced, protests of a finishing position should be accepted for 1 hour after it has been announced.

### **THE ORDER OF FINISH WILL BE:**

**Finisher-** Driver must cross the start-finish line on the checkered flag lap. Crossing the line means any part of the car that crosses over the line in any way it crosses the line. i.e. front bumper, rear bumper, sideways, backwards, upside down, etc...

**Did Not Finish (DNF)** – if there is more than 1 DNF, their finishing order is determined by the most laps ran ahead of those cars with lesser laps ran. (A DNF car is one that took the initial green. The car does not have to complete a lap. A car receiving 3 driving infractions is also a DNF.) If two cars are DNF on the same lap, the order of finish should be according to the running order of the last completed green flag lap, unless one car was 100 percent at fault and assigned a driving infraction, then the car without the driving infractions will receive the better finishing position. Exception: if one of the cars attempts to rejoin the race, takes the green, but goes out before the lap is completed that car will be scored ahead of the car that did not attempt to rejoin the field unless the judges assign a driving infraction.

**Disqualified (DQ)** – In order in which they occurred, i.e. Flagrant Unsportsmanlike conduct, excessive biking scales, tech, loss of safety related equipment, etc.

**Did Not Start (DNS)** – If more than 1, order them by starting position. A DNS car is one that did not take the initial green flag.

**\*\* THE FINAL LAP IS THE ONE RECORDED WHEN THE CHECKERED FLAG FALLS, NO MATTER WHAT TAKES PLACE. NEVER GO BACK A LAP FOR A FINISH OF A RACE . VIDEOS WILL NOT BE USED TO “RECREATE” FINISHES.**

**NO FINISHING POSITION CAN BE AWARDED TO ANY DNF-DNS-DQ for refusal of any inspections.**

Participation awards may be distributed to these participants at the discretion of the Host Club.

**EXCEPTION:**

For example, if an accident happened on the checkered flag lap involving three cars, all of which were in the lead lap, cars #1 & #2 stop on the track and do not take the checkered, car #3 continues on and does cross the line for the checkered flag. **The race is over when the checkered flag comes down!!!** If the judges disqualify the #2 car in the incident the #1 car is still a DNF and the #3 car is the winner. On your finish car #1 is listed with a DNF and car #2 a DQ and car #3 is awarded first place, etc. Any driving infractions that are assigned because the car was 100 percent at fault on the checkered flag lap is an automatic DQ.

When the scorers have received a decision from the Lead Judge and have agreed upon the official finish, the scorers will record the finish on POWRI sheets to be posted and the results sent to tech and awards.

NOTE: Awards should not be given out until completion of tech inspections. REMEMBER– Refusal of tech or safety inspection is an automatic DQ and sanction sheets must be marked illegal for anyone who refuses.

**QUALIFIER RACE ONLY** - Refusal to tear down for technical inspection at a Qualifier race will result in loss of qualification to attend the National.

The score sheets, qualifying sheets for the event, the judge's sheets, tech sheets, and weight sheets should all be fastened together and retained as permanent records. Also, any written protests should be attached.



At the completion of all Qualifier Race Events, the POWRi Qualifying Sheets (excel format) must be completely filled out. The qualifying sheets will then be sent electronically to the POWRi National Secretary. The host club will also mail a club check for sanction fees (see POWRi rule book for set amounts per car) to the National Office. All of the above steps must be accomplished within five (5) days of the event and all checks should be made payable to POWRi.

At the completion of a National Event, results should be given to the POWRi Publicity Director. Qualification sheets, fast time, and finishes of all races must be forwarded on to the POWRi National Office. The host club for their permanent records should also retain a copy of each. A check for sanction fees should be provided to POWRi by the completion of the National event.

### **HOW TO CREATE A FINISH**

First, note the time of day that the race was completed, this procedure is critical to the one-hour protest rule. Some clubs choose to also note the time of day that the finishes were announced, if there is a considerable difference in time, in case someone is protesting a finish of a race. (This should not be done at a sanction event).

Verify the last recorded lap with all other scorers. If there is a problem re-check all sheets and remember that the majority rules and the Head Scorer will break ties.

Go over your race on your own sheet carefully and verify the total number of lapped cars (how many circles) each scorer has, and any other special circumstances of the race. All must agree if there is not a unanimous agreement continue to go over the race lap by lap until you understand where the mistake or difference is and again, the majority rules.

**NOTE: DO NOT FILL IN MISSED LAPS OR CARS**, or fill them in with a different color ink so that there is no question about what you actually saw/wrote on your own and what you only copied from another scorer. Remember mistakes can be copied just as easily as anything else, BE CAREFUL.

After considering all lapped cars, verify your finishes with all other scorers; all should agree. If not, spend some time to figure out why. Don't announce finishes that you are not 100% sure of. It has happened quite often that the one person who does not agree on the finish is actually the only one who is right. If you can't get a unanimous decision go with the majority.

Remember that DQ, DNS do not get a finishing position. POWRi rule –no trophy or award to those drivers. (Trophies can be given out to these finishers at the discretion of the host club).

A DNF is at the discretion of the local races.

Also a driver that does not take the initial double file green flag is a DNS. A driver that does take the initial double file green flag, but does not complete a lap is a DNF. A driver must take every green lap in order to be a finisher. If you are using a work rule, be careful and use a qualified competent spotter. If a driver comes back out late from the work area and misses the start, he/she is scored until verified by the judges as being late.

Sign your score sheet and retain one complete set of score sheets in the tower and one set may be kept on file with the Head Scorer or Tower Chairperson, for use as a backup.

**\*\* Always keep all originals, make copies for everyone else.**

**After the race is over staple all score sheets, lineup sheet, weigh sheet and judge's sheet together.**

### **REFUELING RULE**

For the AA and 1/2 classes, laps are to be counted when the green flag falls. In order to know when the cars have gone 80 laps and are eligible to refuel at the next yellow or red flag, you must count all laps green and yellow from the time the green flag fell until you reach the 80th lap total. When the total of 80 is achieved the spotter reports to the Head Scorer that the cars can refuel at the next yellow or red flag, or if under yellow when the 80th lap occurs, the spotter will report to the Head Scorer that there is a need for a red flag to refuel immediately. **NOTE:** All AA and Half races shall be given NO MORE than 2 fuel stops AFTER the initial green flag at any POWRI sanctioned event (qualifier or National). The AA class has an age limit, drivers must be 9 years old.

### **LAP COUNTER**

The assigned lap counter is mandatory for all host clubs for National, assigned to count laps during a race and is responsible for accurate reporting of laps to Head Scorer.

Lap cards should be displayed beginning with the total laps to be run and working down to the one lap to go card. The cards must be in plain sight of the flag person at all times.

The lap counter is in charge of warm-up sessions for both weekly events and sanctioned events. An indication of the duration of the practice session will be displayed in a way to show an accurate count of time elapsed. Handlers should be notified over the loud speaker as minutes decrease; lap counter will notify the Head Scorer that warm up time is over. A bullhorn is recommended to help announcing "time is up".

A simple kitchen timer is recommended for keeping track of warm up sessions. During a National event, the lap counter will be in charge of the timing of all practice sessions.

When using an electronic countdown clock/lap counter, a person should be designated to control the equipment. This is the club's responsibility to have a designated controller. If using the Official POWRI Electronic Scoring System, the person designated to run an electronic system will ensure the correct laps are being counted down by the computer.