



Racing Procedures
Flagging Procedures
Judging Procedures

Racing Procedures

Age Requirements

1. All persons that enters 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. Must be a POWRi QML member.
2. 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.
3. In Quarter Midget classes, drivers cannot race past December 31st of the year that they turn 17 years of age.

Qualification Procedures for National Events

Practice and qualifying will be based off of Pre- Registration, (highest to lowest). First to sign in is 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.

1. Qualifying will be done as follows, 5 warm up and 3 timed laps. The Handler has the right to take fewer warm up laps.
If a car does not leave the racing surface after checkered, the black flag is displayed for driver to leave the track.
2. 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.
3. If a car breaks or leaves the track 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.
4. If two cars have identical times, the second fastest lap will be used as a tie breaker.
5. Driver that qualified the car will be the only one eligible to drive it in the event for which it qualified. The car that is used for qualification must be the same one used for the race.
6. A driver may only be signed- in one time per class or division. NO double sign in. No exception to this rule.
7. 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 lightweights drivers could not qualify in the same 160 car. No exceptions to this rule.
8. All cars must be weighed following qualification, and engines must be sealed. If a car or driver does not meet weight requirements, they will be given a "No Time"
9. After qualification, cars and engines must remain on the premises for the

- remainder of the event unless prior approval has been given.
10. 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.
 11. The use of air filters during qualifying at any POWRi QML pavement events is illegal. The Tech Official reserves the right to allow air filters at any event that he/she deems necessary.
 12. The Race Director has the right to change the event format, including the number of qualifying laps to be run.
 13. 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)

Race Director & Officials Authority & Responsibility

ALL RACES are sanctioned by POWRi QML members &/or officials in good standing.

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.

1. Loss of car related safety items under green flag conditions. This includes nerf bars, bumpers, shoulder bar, or fuel tank. The loss of a fuel cap after entering the racing surface is an automatic DQ.
2. Loss or improper use of driver related safety items under green flag conditions. This includes helmet, gloves, neck collar, arm restraints, belts, etc.
3. Liberation of any fluids under any flag conditions onto the track surface without being repaired before returning to the track. (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)
4. If a handler is signaling to a driver under green flag conditions.
5. Making adjustments or repairs during a refuel or emergency stop. (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).
6. Damaged parts on a car that would be unsafe to any competitors that are not repaired before the race restarts.

Race Director disqualifications may not be protested

Flagger

Flagger has full control of all starts of the race. Flag person's position to be located on flag stands on the outside of the track. Flagger MUST be 18 years of age and a current POWRi QML member.

1. Flagger remains in the flag stand during all event practice sessions, warmups and races.
2. Once the green flag is displayed it should remain displayed at all times until replaced by another flag.
3. The yellow flag is to be displayed any time a car stops on the track and the area of the track where the car is stopped should be pointed out to the other drivers. The yellow is to remain displayed until all corner workers have cleared the racing surface.
4. Safety Signal lights may be used around the track and controlled by the flag person. This is mandatory for all National Events.
5. The red flag will be displayed any time injuries or potential injuries may have occurred. If there is an injured driver(s) NO car may be moved from the racing surface or be worked on until the driver (s) has been cleared. Red flag must also be displayed, and cars stopped before officials are allowed on the track to determine if work repair to the track walls is necessary and/or to perform any such work. For non-emergency requirements (refueling stops, debris removal, etc.) a rolled red flag with one finger extended indicating stop after one more lap.

Practice/Warm-up

1. The yellow flag is to be displayed any time a car stops on the track and the area of the track where the car is stopped should be pointed out to the other drivers. The yellow will remain displayed until all corner workers have cleared the racing surface.
2. All cars must remain above the safety entrance line when entering onto the track. If driver fails to remain above safety line the driver may be black flagged so that the Race Director can remind the driver of correct track entry procedures and then the driver may return to the track. Cars that continue to disregard the safety entrance line may be subject to losing practice privileges.
3. When the time has expired for a practice session, the yellow flag should be displayed for one lap followed by a black flag in order to clear the track.

Qualifying

1. The Flagger shall signal to the driver a maximum of five warm laps which will begin as soon as the driver/car comes to the appointed start/finish line and will count down each completed lap. When the flagger reaches the final warm up lap, a rolled green flag is displayed in a circular motion indicating the next time around will be starting the clock. (Note: Handler has the option of requesting fewer warm up laps, but cannot request a greater number).
2. After the countdown of warm up laps, Flagger will use only the following procedure: Three waves of the green flag followed by a checkered flag. (Optional: two waves of the green flag followed by a white and then a checkered).
3. After a driver has completed their qualifying times and has not left the track, the black flag will be waved.
4. The use of Air Filters during qualifying at any POWRi QML event is illegal. The Tech Official reserves the right to allow Air Filters at any Event that it is deemed necessary.

Racing

1. For local events, after the warmup time has expired, the yellow flag should be displayed

for at least one lap before the lineup signal is given. For Pre-Qualifiers and National events, there will be no warmup period and starts will be "roll and go". Original line up signal: The Flagger will indicate a single file line-up by holding a rolled yellow or green flag in one hand straight above or in front of the Flagger's head or holding his/her hand as a straight edge to imaginary straight line. Flagger will then use a rolled yellow and a rolled green flag, (one in each hand) displayed in a drumming motion to indicate a double file lineup.

2. If during the lineup process any cars fail to keep a proper pace or continually jump-starts the green, the Flagger should warn the driver by pointing a rolled black flag. Car(s) that still do not keep the proper pace or other infractions may be sent to the back of the lineup. The important thing to remember is that the starter must maintain control and remain consistent. Once the race begins (first official green flag), no other cars will be allowed enter the race.
3. Once the green flag is displayed to begin the race, it should remain displayed until another flag is required.
4. The yellow flag is to be displayed whenever a car(s) stops on the track or the track is under an unsafe condition (debris, fluids, etc.). NO LAP, INCLUDING THE WHITE FLAG LAP IS EXEMPT FROM A YELLOW FLAG. If an accident occurs before the checkered flag has been thrown, a yellow flag should be displayed and the unsafe area or where the car(s) have stopped on the track is to be pointed to.
5. Following a yellow flag and after the restart lineup has been determined; a single file restart signal will be displayed. (This can be done by holding a rolled yellow or green flag held in one hand straight above or in front of the Flagger's head or holding his/her hand as a straight edge to create an imaginary straight line.)
6. A red flag should be displayed whenever a car(s) has turned over; hit a wall or another car(s) with excessive force to allow the handler to verify that the driver(s) has no injuries.
7. If the red flag is necessary for non-emergency stops such as wall repair or refueling, this should be indicated with a rolled red flag and one finger extended for the drivers requiring them to stop on the next lap around.
8. The checkered flag indicates the finish of the race. If an accident occurs after the checkered flag has been shown to the leader a yellow should be displayed along with the checkered flag, however, the race is officially completed. There are no restarts once the checkered flag has been thrown.
9. Laps should be counted from the number of laps to be run (25, 35, 40, etc.) down to one lap to go. This way the Flagger does not have to remember the length of the race; when lap one comes up, he simply displays the white flag.
10. Flagger's discretion, if under green flag two or more cars become hooked together and do not become unhooked – the yellow flag will come out, followed by a red if necessary. The cars will be unhooked and unless the judges assign an infraction call to one or more cars, all involved cars will receive a DOT and start at the end of the field.
11. If a car stops on the track or in the infield under green, or if a car drives through the infield with all four tires under green, a yellow flag will be displayed. The car will receive a DOT and started at the back – unless the judges determine another car is 100% at fault for the incident. Then only the car that caused the yellow flag will receive an infraction and sent to the back.

Starts:

1. The Flagger is responsible for all starts, restarts, conduct of the race, and flags, i.e., green, yellow, red, white, checkered and black when instructed by the Judges.

2. Initial starts will be double file, rolling starts. If during the lineup process any cars fail to keep a proper pace or continually jump-starts the green, the Flagger should point a rolled black flag as a warning. Car(s) that still do not keep the proper pace or other infractions may be sent to the back of the lineup.
3. If during the initial lineup and before the green flag falls, a car should go dead on the track, they will be put back in their original position unless there is a Judges call.

Restarts:

1. All restarts will be single file, rolling starts.
2. Caution Laps and Emergency Stops
3. NO passing under the yellow flag. Cars may close the gap to approximately one car length.
4. No lap will be counted while running under a yellow flag. All caution laps and emergency stop restarts will revert to the last complete/recorded lap for restart position. The restart lineup must be verified by the scorers.
5. In "AA", Modified WF and Half Midget classes only, after a combination of 80 green and yellow laps, the next yellow and/or red flag will be a refuel stop. After all cars have been refueled, the counting starts all over when the green flag falls. There will be only two fuel stops maximum after the initial green flag at any POWRi QML sanctioned event (Pre-Qualifier or National).

Disqualifications:

1. When a car is disqualified during a race, and it does not immediately leave the track when shown the black flag, the Flagger will show the black flag two more times. If the car still has not exited the track, the race will be stopped (red flag) and the disqualified car will be removed. Then the race will be restarted from the last recorded lap.
2. Any car or cars that receives three driver's infraction calls, for any reason will be disqualified and will be black flagged, but scored as DNF

ATTEMPT TO RACE CLARIFICATION: The qualifying car must be started or pushed out of the staging area onto the track surface. If the car fails to start after repeated attempts during warm up/hot lapping (before the first race for which it is qualified) and cannot continue in the race program, it will be considered as "Attempting to Race". The qualified car must have legal engine for that class that it is attempting to qualify.

POWRi QML National Championships 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.

1. National Completion: The last scheduled 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.
2. Any disciplinary actions in 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.

3. 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:

1. The work rule will be mandatory for all National Events.
2. 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.
3. Any car going to the designated work area will automatically be put to the tail of the pack.
4. 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.
5. 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 DQ.
6. 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.
7. The Flagger will not delay the race for the car(s) in the designated work area.
8. 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:

1. 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 of classes once practice has started for the event. If the car is not in position and ready to go or unable to time in the proper order the car will be given a "no time". Transponder Rule: If there is no transponder on the car at the time of qualifying, 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. Same procedure if the transponder is not reading
2. Timing is back to back only.
3. Handlers is not allowed on track at any event (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 warmup laps. If a handler doesn't state otherwise, it is assumed 5 warm up laps for regular qualifying.
4. Handlers are not permitted to signal the driver under the green flag. This is a disqualification offense. (Race Director or Judges Authority)
5. Handler will be allowed on the track to turn fuel valve on or restart a car that has spun. No working on the car or a DQ by the Race Director.
6. 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.
7. 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". If the car goes DOT/SPINS before completing all timing laps, he may be restarted and allowed to

- complete all the remaining timing laps.
8. In case of an identical time in qualifying, the second fastest lap will be used as the tie breaker to determine the qualifying position.
 9. The driver qualifying the car is the only one eligible to drive it in the event for which it is qualified.
 10. When a driver qualifies in a qualifying event, that driver qualifies for a class, not a division.
 11. 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 into the Light division the other driver may use the same car to qualify in the Heavy division.)
 12. Timing will continue until all classes/divisions are completed.
 13. 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.
 14. After qualifying, all cars will be weighed. Any car/driver not meeting 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 by or in the presence of a Technical Director, if not this will be a reason for disqualification.
 15. All cars and engines must stay on the grounds for the remainder of the event.

JUDGING:

Local clubs may have the option to run with no judges. The following procedures must be used:

1. Any car(s) involved in a racing incident that goes dead on the track for any reason will receive a DOT and that car(s) will restart at the back of the pack.
2. Three driver infractions will be black flagged and scored a DNF.
3. The Race Director may make a flagrant unsportsmanlike conduct call that must result in a DQ for the event.

JUDGES

The following judging procedures shall be utilized at all POWRi QML events:

1. Local Race Authorities will assign judges to enforce all appropriate racing rules and regulations during the running of a race (s) at a POWRi QML event.
2. At all POWRi QML race events, there shall be a minimum of 3 judges per race who will including head judge, shall witness the race and be responsible for making all decisions on driving infractions. A call will be made by the majority of judges witnessing the event. At all National Events the judges assigned to judge from a list of handlers at that event.

HEAD JUDGE:

At all National Events, the hosting club will appoint a Head Judge. This individual will be an experienced person in judging and may also act as a Lead Judge or regular Judge at local events. At the Club level, it is highly recommended that at each race event one Head Judge be selected to oversee the judging and scheduling of judges.

Duties of the Head Judge will include:

1. Be familiar with all judging rules.
2. Head Judge will assign the judges for each race.
3. He/She will brief all Judges on proper judging procedures to be followed, and provide consistency to the program by promoting adherence to

published POWRi QML judging standards.

LEAD JUDGE:

During each race on the track, one judge will be assigned or selected as the Lead Judge.

Duties of the Lead Judge include:

1. Lead Judge must be familiar with all judging rules.
2. The Lead Judge will keep track of all driving infractions during a race, Charge, Chop, D.O.T, Rough Driving, Blocking, Racing Room or Loss of Control driving infractions.
A Judging Sheet will be available on the judge's stand for writing down the calls assigned to a car. This sheet is to be used to verify with the official Lead scorer in the event a driver needs to be removed from the race because of three total/ combined driving infractions.
3. Have communication with the tower, Race Director, and flagger at all times.
4. During a race, the Lead Judge will also be in communication with the other judges to ensure accurate and consistent judging.
5. He/She will provide input on a judging decision in the event of a yellow flag. If needed, he/she will explain a rule to help clarify any questions regarding rules and procedures.
6. A Lead Judge is one of the judges of the race and should also participate in all decisions made when appropriate
7. All the judges are to be in position before the race begins

JUDGES ROLE:

Judges enforce all appropriate racing rules and regulations. They shall witness the race and be responsible for making all decisions regarding responsibility for an incident.

1. Judges are required to assign and record the specific violation for each incident, when driver(s) are 100% fault.
2. All judges are responsible for watching all cars on the track.

SELECTION OF JUDGES

Judges shall be selected from among the members that are in attendance at the race event.

1. Judges must be members in good standing with POWRi QML and should be selected from a representative number of clubs attending the event. They must be 16 years of age or older and not a driver racing at the event.
2. Judges must be experienced members and be versed in all POWRi QML racing rules and regulations.
3. Judges shall be selected for their knowledge and experience in the racing rules, and for their ability to make fair, impartial, unbiased decisions.
4. If possible, judges should be selected, and their consent received prior to the beginning of the event. This will help to facilitate the running of each race without delay.
5. Judges cannot be handlers, owners, or family members of drivers entered in the same division at that event.
6. Novice handlers must have some training for judging prior to actually judging.
7. If the event does not have a Head Judge, the Head Tower and Race Director will work together to assign the judges. At club races, the judges should all be POWRi members, at National level events, the judges should be selected from multiple clubs and should have no more than two from the same club.

JUDGES AUTHORITY

1. Judges have the authority to assign responsibility for any driver(s) infractions. (See list of

- Infractions is section). Judges will have the authority to disqualify any driver(s) for infractions listed in the Infractions section below or for Immediate Disqualification.
2. Judges have the option to put any car(s) that fails to keep proper pace during a lineup to the rear.
 3. The authority of the judges begins when the first car enters the racing surface and / or hot chute and terminates when the last car arrives at the scales. Judges may disqualify a driver at any time before, during, or after the race.

All active judges shall be located together in a central location providing an optimum view of the entire racing surface and scale house.

DRIVERS INFRACTIONS:

Any car(s) that receives three driving infraction calls, for any reason will be disqualified and will be black flagged, but scored as DNF

1. When a racing incident causes a yellow flag, the majority of the judges who witnessed the event, must determine whether or not a single car is 100 percent at fault for the incident. If the judges feel that they cannot charge full responsibility to a single car for the incident, then all cars that stopped as part of the incident along with all cars that did not stop in a controlled manner will be moved to the back of the next line up and ALL be assigned a DOT, regardless when the yellow flag is displayed. Corner workers may not enter the racing surface until all cars have reached a safe caution speed and is safe. All cars that stopped in a controlled manner to avoid the accident will not receive an infraction and will retain their position in the next line up.
2. If a majority of the judges determine that one driver was 100 percent at fault for a racing incident, by one or more of the violating offenses under driver's violations. That car will be moved to the back of the lineup and assigned with an infraction. This can be a car that stopped or did not stop as a result of the incident. An infraction call will be one of the following: Dead On Track, Charge, Chop, Rough Driving, Blocking, Racing Room or Loss of Control. All other cars that were involved the incident will retain their position as of the last green flag lap scored and will not be assigned with infraction call.
3. As soon as yellow flag conditions are established for an on-track incident, the judges have three complete laps to determine if one driver is at fault for the racing incident. The flagger will begin to count from three laps to zero as a selected car crosses the start finish line. When the flagger count reaches zero, the flagger will notify the Lead Judge and Race Director that the judging lap count has expired. If the judges have not announced their decision on responsibility for the incident, the Race Director will radio the Lead Judge for their decision. If a decision is not announced at that time, the Race Director will notify the Tower that all cars stopped on the track as part of that incident will be moved to the back of the next line up and be assigned a DOT.
4. If the judges witnessing the incident, a determine with a majority vote of the judges, that a driver(s) has committed a Flagrant Unsportsmanlike Conduct violation, then the driver(s) will be immediately disqualified and scored with a DQ. Judges can make this call at any time. If under green flag the Lead Judge should notify the flagger and Race Director as soon as possible to show the black flag to that driver.
5. If a car accumulates three driving infraction calls (of any type, and/or DOT) during a race the Lead Judge is to notify the Head Scorer. Once confirmed with the Head Scorer, the flagger will be notified, and the driver will be Black Flagged off the track and scored

with a DNF.

6. The flagger cannot make any disqualification calls unless so directed by the judges of that race.

7. The following driving infraction will result in a Charging Call:

Definition of a Charging: When the inside car charges into the corner and hit's the outside car. A charge is determined by the position of the cars as they go into the corner. If the inside car doesn't have the right front tire up to the left side nerf bar (drivers compartment) of the car in front of him/her (outside car) by the time the inside car gets to the reference line painted on the track, then the inside car must give the lead car the room, and allow the lead or outside car to go into the corner first. Another way to say this is that the right front tire of the inside car must be to the other driver's helmet, by the time the inside car gets to the reference line painted on the track.

8. The following driving infractions will result in a DOT:

Definition of Dead on Track; Any car(s) going dead on track 3 times for any reason (while under green flag conditions). When you have one or more car(s) that when dead on their own. Or two cars or more that was involved in an accident and judges cannot determine if one was 100 percent at fault. Then all cars involved will be charged with a DOT and sent to the tail.

9. The following driving infractions will result in a Chopping:

Definition of Chopping: When the outside car comes down (chops) into the inside car, while the inside car has their right front tire to the outside cars center of the driving compartment, when the inside car reaches the reference line.

10. The following driving infractions will result in a Rough Driving:

Definition of Rough Driving: When a driver runs over or into another driver in front of them or beside them (For example, spinning a car on the straightaway) in a rough or dangerous manner.

11. The following driving infractions will result in a Racing Room:

Definition of Racing Room: When a driver will not give enough racing room to another competitor exiting the corner or on the straightaway, causing an incident that results in a yellow flag to be displayed.

12. The following driving infractions will result in a Blocking:

Definition of Blocking: This is when a driver changes his driving pattern more than one time between yellow flag conditions or more than one time during a green flag run.

When a driver changes his driving pattern more than one time to block a fellow competitor from passing them. If a car chooses to run the low pattern and slows the field this is not blocking. Judges has just cause for the yellow flag to be displayed. The offending car will be put to the back and assigned a Blocking call.

13. The following driving infractions will result in a Loss of Control:

Definition of Loss of control: An accident where a single car loses control and additional cars become part of the incident, that single car, will be assigned a Loss of Control call, and the offending car will be put to the back of the lineup and assigned a Loss of Control.

14. The judges MUST name the specific drivers infraction when announcing the decision to the scoring tower. The scorers are to record the actual call on the score sheet. Calls should not be announce over the sound system.

15. JUDGING SHEET: The Lead Judge will be responsible for keeping records of diving Infractions made during a race. Prior to the race, Lead Judge will complete the judging sheet by writing down the race number and circle the class and division for that race.

When a racing incident occurs and cars stop on the track, the Lead Judge should immediately write down the numbers of all car(s) that are stopped. After writing down the number of all car(s) involved in the incident, the judges will then make a decision on whether one car was 100 percent at fault or not. If a car is determined to be 100 percent at fault, by the majority of judges, then the Lead Judge should write the driving infraction of the call next to that car's number and should include the lap that the infraction occurred. If there is not a single driver 100 percent at fault, all cars that stopped on the track as part of the incident will be assigned with a DOT will be written next to that / those car's number(s)

16. All Judging Sheets will be provided to the Lead Judge for each race. All racing infractions must be recorded on a separate Judging Sheet for each race. All judges presiding over a race are required to sign the judging sheet.

JUDGES COMMUNICATION:

1. Judges must have radio communication with the Tower, Race Director, and Flagger
2. The Lead Judge will convey all judging communications to the Tower, Race Director, and flagger, as needed

MISCELLANEOUS:

1. Disqualification for a racing rule infraction at a Qualifier Event shall not affect the position of the driver on the POWRi QML qualification sheets. This does not include Tech Suspensions.
2. No awards of any kind, will be given to a driver for a race in which he or she received a disqualification (DQ) for Flagrant Unsportsmanlike Conduct.
3. Any car that does not immediately leave the track when shown the black flag, the flagman will display the flag to the driver two more times on the next two laps. If the driver still has not exited the track, the red flag will be displayed to stop the race, and the disqualified car will be removed. The race will then be restarted from the last recorded lap.
4. Under a medical red flag/red flag condition, no cars may be worked on or moved to be worked on until the medical personnel have cleared the medical status of the injured driver(s). Once the medical red has been cleared, or in the event of no medical red, the National Work Rule will apply. The judges may ask the handler(s) to step away from the car(s) / driver(s) or to right side so they can ensure that nobody is working on, moving, or touching a car or driver. (This will be a DQ offense.)
5. All cars that stops during yellow flag conditions and is not part of the incident that caused the yellow flag will retain its line up position as of the last recorded green flag lap.
6. Anytime a tail cone or other related body parts fall off a car, a yellow flag will be thrown and the car will be sent to the hot chute / designated area to put the tail cone or other related body parts back on. This car will receive the infraction call 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 a 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 driving infraction 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.

7. When the flagger throws a yellow flag in anticipation of a car or cars going dead on the track as a result of an incident on the track, but the car(s) do not stop, a lineup will be created from the last completed lap and the race restarted, no cars will be sent to the back or assigned with a driving infraction. This will be considered a Flagger Error.
8. Any driver infraction occurring after the checkered flag has been thrown will result in an immediate disqualification and will be scored as a DQ. Any incident that occurs in the hot chute or as the cars are exiting the track that the judges by majority vote determines to be intentional or deliberate will result in a disqualification and scored as a DQ.