



2021 POWRi Lonestar 600's Micro Rules

I. GENERAL RULES

A. Improper Language or Conduct

1. No participant will be allowed to use improper language to a race official at the track.
2. No participant shall strike or cause bodily harm to any person at the track.
3. No participant or member of his/her pit crew is to approach the flagman or scorers during a race. Any problem is to be taken to the Director of Competition.
4. Unsportsmanlike conduct or participating in any action or activity considered detrimental to POWRi or POWRi Lonestar 600, at any sanctioned event or on social media, by drivers, owners and/or pit crews shall be grounds for disqualification and/or suspension.
5. Guns or other weapons will not be allowed on any person at the track or at any organization activity.
6. All decisions at the race track will be left to the discretion of the Director of Competition.

B. Minimum Age Requirements: All drivers competing in POWRi Lonestar 600's Micro sanctioned events must be

1. Stock 600 Class

- a. Twelve (12) years of age or older. Exceptions to this rule may be made for drivers with adequate racing experience as determined by the Director of Competition.
 - i. If a driver moves up to the 600 class from Restrictors and becomes a hazard. The Director of Competition will make the call to not allow said driver to compete in the 600 class.

2. Restrictor's

- a. Eight (8) years of age to Sixteen (16) years of age max. Exceptions to this rule may be made for drivers with adequate racing experience as determined by the Director of Competition.
 - i. Once a restrictor driver has moved up to the 600 class they may move back down to the restrictor class to compete. But if the Director of Competition feels the move is of an unfair advantage then it will not be allowed.

C. Physical Condition of Driver

1. POWRi Lonestar 600's strongly encourages all drivers to get an annual physical exam before the first race of the season.
2. No participant will be allowed to compete if it is evident that he/she shows signs of exhaustion, intoxication, or other potential physical incapacities which make him/her a threat to the well-being of himself/herself or his/her



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fellow competitors. The Director of Competition may rule that a driver is not able to participate.

- D. Intoxicants or Drugs: No owner, driver, or pit crew member shall be found to be under the influence of intoxicants or drugs while on the race course or in the pit area. No liquor or drugs will be used while in the pit area before or during a race program. Anyone found guilty of this infraction will be removed by security from the designated area.

II. GENERAL RACE PROCEDURES AND RULES

- A. Draw: All entrants must participate in pill draw in order to determine the heat race line ups or qualifying order. Pill draw will take place at the tracks designated area.

1. The designated time for pill draw will be posted at the track.
2. Only one pill may be drawn per entry.

- B. Event Format: The event format will be left to the discretion of the tracks Director of Competition and will be posted at the track.

1. Drivers Meeting
 - a. A drivers meeting will be held at a specific time per the track. This time will be listed on the website.
 - b. Drivers meetings will always be held by each track.
2. All drivers must attend the drivers meeting.
3. All full race programs shall be run. The program will be determined by each track:

- C. Warm-Up Laps: The Director of Competition will determine and explain warm-up procedures at the driver's meeting at each track. These will differ depending on track conditions and Promoter's options.

- D. Flag Signals

1. Green Flag indicates START, course is clear.
 - a. **A DRIVER MAY NOT EXIT HIS/HER CAR WHILE ON THE TRACK DURING GREEN FLAG CONDITIONS.**
 - i. Exceptions to this rule may be made for safety issues.
 - ii. The Director of Competition will determine if the driver exited his/her car for a safety issue.
2. Yellow Flag indicates CAUTION, slow down and maintain one's position.
 - a. The yellow flag will be displayed in the event of an accident or an unfavorable condition on the course. In the event of the yellow flag being displayed, the leader of the race is required to slow down to parade lap speed and the balance of the field will close in behind



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- him/her in the order in which they crossed the start-finish line on the last scored lap.
- b. If a driver causes 2 yellows that driver will be black flagged from that race. (Unless Track has different rule)
 - c. Work on a car will be permitted during a yellow in the designated work area. If permissible by track. Pending a hot pit area is allowed at said track. The car must be ready to resume racing when given the order. Cars not back on the track before the one-to-go will not be permitted to resume the race.
 - d. The green flag will not be displayed until the field has been completely closed up and the course is clear. When the green flag is again displayed, the race will be resumed all around the course.
 - e. **A DRIVER MAY NOT EXIT HIS/HER CAR WHILE ON THE TRACK DURING YELLOW FLAG CONDITIONS.**
 - i. Exceptions to this rule may be made for safety issues.
 - ii. The Director of Competition will determine if the driver exited his/her car for a safety issue.
3. Red Flag indicates STOP, race is halted. The Director of Competition will determine whether the Red Flag condition is open or closed.
- a. Closed Red: Work on a car will be not permitted during a closed red in the designated work area. However when the yellow is shown then the car may be worked on. Pending a hot pit area is allowed at said track. The car must be ready to resume racing when given the order and must start at the tail. Cars not back on the track before the one-to-go will not be permitted to resume the race.
 - b. Open Red: Work on a car will be permitted during an open red on both the track and in the designated work area, but the car must be ready to resume racing when given the order. Cars not back on the track before the one-to-go will not be permitted to resume the race.
 - i. Any work done on a car requiring a jack must be done in the work area during an open red.
 - ii. If a car changes any tires the car will go to the tail
 - iii. If the car needs to be refueled. The car must be in the work area to do so.
4. Black Flag indicates STOP AND EXIT TRACK. Car will not be scored if it does not stop on the next lap.
5. Royal Blue with Yellow Diagonal Stripe indicates a lapping competitor is attempting to pass, give him/her consideration.
6. White Flag indicates Entering the Last Lap.
7. Checkered Flag indicates Race Completion.

E. Starting Speeds



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1. No cars will hot lap or pass the designated pace car prior to the start of the race.
2. In the case of a start using a pace car, the pace car will leave the track before the starting lap and the lead pole car shall approach the starting line at a consistent speed, in accordance with track conditions and as required to keep the field in formation.
3. In the event a pace car is not used, the lead pole car will set the pace, which shall be slow and consistent, in accordance with track conditions and as required to keep the field in formation.
4. **NO DRIVER MAY DELIBERATELY IMPROVE HIS POSITION UNTIL THE GREEN FLAG IS DISPLAYED.**

F. Initial Starts

1. Initial starts will be double file unless the Director of Competition specifies otherwise.
2. A pace truck will set the pace for a start. All starts occur in turn four (Unless stated differently by track at drivers meeting).
3. Any participant failing to take his/her proper starting position, deliberately obstructing a fellow competitor from taking his/her proper starting position, or intentionally delaying the start of a race event will be moved to the last running position.

G. Restarts

1. Restarts will be single file unless the Director of Competition specifies otherwise.
2. In the event of a yellow flag, cars will restart according to the last completed lap.
3. In the event of a red flag, cars will restart according to the last completed lap.
4. Stopping on the Track: A car that stops for any reason under green flag conditions will be placed at the tail of the field for the restart. Exceptions to this rule will be made for safety issues. The Director of Competition will determine if the stop was made for a safety issue
5. 360 Spins: The offender will be sent to the tail of the field for the restart.
6. Accidents: All cars involved in an accident will restart at the rear of the field according to the running order they were in on the last completed lap.
7. Exiting the Track: If a participant exits the track for any reason during the race, he/she will not be able to resume the race. Exceptions to this rule will be made for safety issues. The Director of Competition will determine if the stop was made for a safety issue.
8. If two or more competitors engage in any combination of the events named in numbers 4 through 7 immediately above on the same lap, the participants will



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restart at the rear of the field according to the running order they were in on the last completed lap.

9. Any participant failing to take his/her proper restart position, deliberately obstructing a fellow competitor from taking his/her proper restarting position, or intentionally delaying the restart of a race event will be moved to the last running position.
10. The leader sets the pace for a restart.
11. Participants cannot pass other competitors until they pass the cone on the front stretch. If a participant passes another competitor before the cone, the participant will lose two positions on the next restart or at the end of the race.
12. Competitors cannot hit the cone. If a participant brings out the yellow flag because he/she hit the cone. The offender will be sent to the tail of the field for the restart.

H. Backup Cars

1. The use of a backup car must be approved by the technical director.
2. A backup car does not have to be part of a team's original equipment. However, the backup car cannot have already competed or been registered to compete in the event.
3. If a driver changes cars prior to his/her scheduled heat race, that driver will start in the position designated to him/her on the official heat line-ups.
4. If a driver changes cars at any point after his/her scheduled heat race, that driver will start at the tail of the next scheduled event. If there is a B-Main then said driver will start at the tail of the B-Main. If there is no B-Main then said driver will start at the tail of the A-Main.
5. Once a race has commenced, a driver cannot change cars for that race after one scored lap has passed.
6. If a backup car is utilized, a driver change will not be permitted for the remainder of the event.

I. Changing Drivers

1. If a car changes drivers prior to its scheduled heat race, that car will start in the position designated to it on the official heat line-ups.
2. If a car changes drivers at any point after its scheduled heat race, that car will start at the tail of the next scheduled event. If there is a B-Main then said driver will start at the tail of the B-Main. If there is no B-Main then said driver will start at the tail of the A-Main.
3. If a car changes drivers, the use of a backup car will not be permitted for the remainder of the event.

- J. Work Area: The designated work area will be determined by the Director of Competition at each track. The designated work area may be utilized under yellow



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- or red flag conditions. Under yellow or closed red conditions, once a car arrives in the work area, the car must begin its return to the track within sixty seconds or before the one-to-go of the same lap in which the car exited the track.
1. The car will restart at the tail of the field.
 2. If a car exits the track and does not return before the one-to-go of the same lap in which it exited the track, the car will not be permitted to resume the race.
 3. If a car exits the track and one or more laps are completed in its absence, that car will not be permitted to resume the race.
 4. The number of times a car utilizes the work area will be 3. If the car impedes 3 times the said car will be prohibited from completing the race.
- K. Stopping on the Track
1. A car that stops for any reason after leaving the grid and impedes the start of the race will be placed at the tail of the starting field. Exceptions to this rule will be made for safety issues. The Director of Competition has the discretion to determine if the stop was made for a safety issue.
 2. A car that stops for any reason under green flag conditions, including for an accident, will be placed at the tail of the field for the restart. Exceptions to this rule will be made for safety issues. The Director of Competition has the discretion to determine if the stop was made for a safety issue.
 3. If the Director of Competition determines that a participant is continuously impeding a race, the participant will not be permitted to resume the race.
- L. Spins:
1. Spins are not permitted and will not be tolerated. The director of competition has the discretion to determine if the spin does not impede the race to maintain racing.
- M. Rough Driving:
1. 1st Offense: Driver will be sent to tail.
 2. 2nd Offense: Driver will be disqualified, receive no points and no pay.
- N. Slide Jobs: A participant's attempt to clear the car he/she intends to pass must be made in good faith. The good faith determination will be made by the Director of Competition.
- O. Retaliation: If a participant engages in retaliation before, during, or after a race, the participant will be disqualified and will receive no points or pay
1. Unsportsmanlike conduct or participating in any action or activity considered detrimental to POWRi or POWRi Lonestar 600, at any sanctioned event or on



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social media, by drivers, owners and/or pit crews shall be grounds for disqualification and/or suspension.

P. Race Completion

1. A race will be considered complete when the checkered flag has been displayed or whenever the scheduled distance is finished, whichever occurs first. All feature races must be completed by a green, white, and checkered flag unless the discretion of the Promoter states otherwise.
2. If the scheduled distance of a feature event has not been covered, it is within the Director of Competition's discretion to decide if the race is complete.
3. Races which are completed on subsequent dates will complete the unfinished portion of the scheduled distance.
4. The white flag will be displayed to the leader as he/she completes his/her last lap, and will continue to be displayed to each successive car during that lap of the race, indicating one more lap to be run.
5. The checkered flag will be displayed to the leader as he/she completes his/her last lap and to each successive car until all cars running have been signaled that the race has been completed.
6. If a race is stopped by a red flag after the leader and/or other cars have taken the checkered, those taking the checkered prior to the showing of the red flag will be scored according to how they crossed the start-finish line. Cars passing the start-finish line after the showing of the red flag will be scored according to their last scored lap (green). Those involved in the accident will be scored at the rear of the field.
7. If a race is stopped by use of the red flag and is ruled complete by virtue of more than 50% of the race event having been run, the finishing positions will be paid according to the last official scored lap by the leader, previous to the red flag being displayed. Any cars involved in the accident which resulted in the red flag being displayed, will be scored at the rear of the field.
8. If a feature race stopped by the use of the red flag is ruled incomplete by virtue of not having completed 50% of the race event, all race participants of that event will share equally in purse money paid for that event.

III. CAR APPEARANCE

- A. All cars must pass a technical/safety inspection by the Director of Competition before being allowed to race.
- B. All cars must present a neat appearance to the Promoter and the crowd.
- C. Pit crews must be in a presentable condition.
- D. Each car will be required to have a number that is prominently painted on the nose, each side of the tail, and each side of the wing. Duplicate numbers at any track may require the alteration of the number by adding a number or letter to the car.



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- E. After a number is assigned to a particular car and owner, it will remain with the owner until the end of the racing season.

IV. MICRO SPECIFICATIONS

- A. No traction control.
- B. Methanol or Racing Gas, NO NITRO or any other additives allowed. Upper Lube is allowed. Fuel subject to be checked anytime by POWRi Lonestar 600's officials.
NOTE: Fuel samples may be taken for analysis and prize money may be withheld until results are known. (Penalty for fuel infraction will result in forfeiture of all points and money won during event detected. 2nd infraction subject to suspension up to 1 calendar year.)
- C. ENGINE: 600cc 4-cylinder 4 stroke as comes on a stock production bike for public sale in the U.S.A. No current year production engines. Except as noted, all internal and external engine parts must remain stock with no modifications, metal removal, blueprinting. Valve seat inserts may be reworked. Valves must remain as produced with no modifications. Valve springs may be shimmed with standard or aftermarket shims. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted. Cylinder head gaskets may be replaced only with original equipment manufacturer's stock parts (All 3 layers of the head gasket must be used). All other gaskets may be replaced with duplicate aftermarket parts. Light cleaning of gasket surfaces with steel wool, Scotch-Brite, etc. is allowed. Transmission gears may be shimmed only for the purpose of proper engagement. Standard or aftermarket shims may be utilized. Aftermarket cam chain tensioner allowed for safety of motor. Fuel injection engines can run carburetors. Fuel injection engines running carburetors may change all fuel metering devices to tune fuel curve. Injection must be OEM, stock OEM throttle bodies no mixing manufacturers (i.e. Suzuki on Suzuki, Yamaha on Yamaha etc.) with OEM Boots in place. Modification of oil pan & pick up allowed or aftermarket ok. Modification to thermostat cover allowed or aftermarket ok. Modification to water pump Cover allowed or aftermarket ok. Any air box, stock appearing CDI, aftermarket washable replacement air filter. Any 600cc OEM CV carburetors (no flat slides allowed). Stock ECU, PE3-IG2 and PE3-8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection. Joes Racing Product Tulsa Shootout Carb Adapter (they will be labeled with TSO.) Restrictor Plate must be King Racing Product Restrictor Plate .750" inside diameter. No exception. Any tampering with or altering will result in disqualification. All stock classes will be allowed to run Electronic or Mechanical Injectors with a mechanical fuel pump with stock OEM throttle bodies or carbs ONLY will be allowed. No mixing of manufacturers. No Wheel Sensors of any kind for traction control. No Sprocket or Transmission sensors for Traction Control. NO TRACTION CONTROL of any type specifically listed or not.



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- D. TRANSMISSION: Four-cylinder motors must have transmission with all stock gears in working order. Any car equipped with a shifting mechanism must have this device mounted in the drivers compartment. Shift levers may mount outside the driver's compartment on opposite side of car from the chain drive. Chain guards will be made of .090-inch-thick aluminum or equivalent and will run on top of chain from the front of the front sprocket to the center of the rear axle. Driver must not be able to touch the chain or sprockets while sitting in the cockpit.
- E. Modification of oil pan & pick up allowed or aftermarket ok.
- F. Modification to thermostat cover allowed or aftermarket ok.
- G. Modification to water pump Cover allowed or aftermarket ok.
- H. Must have a functioning charging system, providing charge to the battery under power.
- I. Any air box, aftermarket washable replacement air filter allowed.
- J. Advanced timing star is allowed.
- K. Weight:
1. Stock 600 Class will weigh a minimum of 750 pounds; including water, oil, fuel and the driver. Cars may be weighed prior to and/or following any event. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirement.
 2. Restricted 600 Class will weigh a minimum of 700 pounds; including water, oil, fuel and the driver. Cars may be weighed prior to and/or following any event. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirement.
- L. Tires
1. ASCS2 Stamped Right Rear Mandatory. Tire must durometer 45 or harder no later than five minutes after the checkered flag.
 2. Left Rear and Fronts may be any brand, compound and size.
 3. The altering of any tire compound, by any means will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire 'soaking' and/or the introduction of tread 'softener' and/or physical defacement (removal, altering and/or covering) of tire sidewall markings in any manner will not be permitted. If any competitor is found to have altered their tires a disqualification will be issued for that night's race. Driver will not receive points or pay. First offense will result in that night's disqualification. Second offense will result in a suspension for the rest of the year.
 4. Tire Inspection
Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. The analysis process will require a sample shipment of the tire to the selected laboratory.



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Additional race event(s) may be completed before a determination is made. If a penalty is issued, the event(s) that fell into the analysis time period while the tire(s) were being analyzed will be considered as part of the penalty time period.

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

M. Car Design and Construction

1. Stock 600 Class

i. Non Wing

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

ii. Wing

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

2. Restricted 600 Class

- i. Right side board, maximum 48" x 18". Left side board, 48" x 24". The wing cannot be mounted outside the rear tires. Side boards may be offset but side boards must cover center section. Wings must be mounted parallel with cage. All wings must have 1/16" radius edges or edging. No raw edges. No wood except for ribs or spars inside center section. Nose wings cannot exceed 18"x 24", and must carry car



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number. Top wings are mandatory to enter a night's event. Cars may finish without a wing if no replacement is available. Cars must run a max 10 square-foot fixed wing positioned no further back than the back of the roll cage. The measurement for the wing placement will be taken from the back edge of the center section of the wing, not the sideboards. No cockpit adjustable wings. No split or multi-staged nose or top wings on. Wing center section must be one piece. No multi stage top or nose wings. **No offset or twisted center sections.** Side boards must be 90 degrees to the center section. The side board kick out cannot exceed 2 inches. Side boards must be straight no curves. If using a one solid wing it may curve up to sideboard but then all of sideboard must be flat.

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



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N. Tech

1. Mentioned in drivers meeting on how many cars from the A main will report to tech after the races are over.
2. Tech area will be pointed out in the drivers meeting

O. Tech Failures

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

P. Protests and Fees

1. A formal protest will be verbally accepted by the POWRi Lonestar 600's from a car owner or driver. Protesting party can only protest if his/her car was in the feature race with the car being protested. Protests can only come from drivers/owners that have finished in the Top 5. Can only protest the winner of the race. Money (Protest Fee and Filing Fee) must be made no longer than 15 minutes after completion of the race program. No protest of any type will be allowed after post race inspection has been completed. Drivers/Owner may not protest more than one car per event. Driver/Owner can only submit one protest per year. Motor will be torn down completely and all items will be checked.
2. Motor tear down \$2000 deposit + (\$300 Nonrefundable filing fee). This deposit will be used towards the mechanics fee. Any unused deposit will be returned. This deposit includes the fee of \$100 per hour with 4 hr. min for tear down and possible rebuild. Time is determined by mechanic doing work. If the motor is determined legal then the hourly charge will continue until motor has been put together fully. Meaning if the cost to put motor back together is more than the \$2000 deposit then the protesting party must finish paying the mechanic. If the motor is determined to be illegal then the time stops after it is found to be illegal and will not be put together. The remaining unused deposit will be returned.



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3. A driver/owner refusing to let his/her engine be inspected will be disqualified from that event and will not receive points or money for that race and is suspended for the rest of the year.

Q. Safety Equipment

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

R. Miscellaneous

1. The use of in-car radio transmitting devices are prohibited.
2. Only one-way communication from POWRi Lonestar 600's Race Control will be allowed and is mandatory.
3. The use of electronic logic processor to control any function of the race car and/or system for gathering continuous data from any functions of the race is strictly prohibited. (Note: This rule does not include electronic ignition and/or electronic tachometers).

V. MEMBERSHIP REQUIREMENTS

- A. No person shall be discriminated against because of sex, race, religion, or national origin.
- B. Levels of Membership are as follows:
 1. Full Membership: (\$100) Will earn POWRi Lonestar 600's championship points, be eligible for any contingency awards if all requirements are met, and have coverage under the secondary insurance plan (with the exception of Associate Membership, which is a non-competition membership). Driver will also secure his/her number for the year. (First come first serve basis)

- VI. ROOKIE OF THE YEAR: In order to qualify for Rookie of the Year, a participant must be approved by the Director of Competition. The definition of "rookie" will be determined by the Director of Competition. If a driver races 3 or more times in one given year then said driver will not be able to participate in the Rookie of The Year race for the following year.

VII. POINTS AND POINT FUND

- A. All competitors will start each race season with zero points.



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- B. Points will be awarded only to registered POWRi Lonestar 600's members and are non-transferable.
- C. POWRi Lonestar 600's points will be given for each sanctioned event in the following manner:

<u>Feature</u>	
1 st	150
2 nd	142
3 rd	135
4 th	130
5 th	125
6 th	122
7 th	119
8 th	116
9 th	113
10 th	110
11 th	108
12 th	106
13 th	104
14 th	102
15 th	100
16 th	98
17 th	96
18 th	94
19 th	92
20 th	90
21 st	89
22 nd	88
23 rd	87
24 th	86

- D. Any driver not transferring to the main event that runs the semi-feature will receive 65 points each. No semi-feature points will be awarded to any driver that transfers to the main event from the semi-feature.
- E. In the event of a rain out after a feature field has been set, all drivers in the feature field will be awarded 65 points each. Any driver not transferring to the feature event that runs the semi-feature will receive 65 points each.
- F. Any driver attending the race but fail to make any laps will be awarded 50 points
- G. A point fund and other awards will be presented during the annual Awards Banquet to be held at the completion of the race season. In order to be eligible to receive an award from the point's fund, a member must participate in at least 75% of the completed events during the season.

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