



2010 MIDWEST WILD BUNCH RACE FORMAT AND RULES

2010 RACE FORMAT

The Wild Bunch is always trying to get more runs (seat time) for our members. To do this, we had to come up with something new, some new way of running the show.

First, the show itself. The problem is that under the old ladder style of eliminations, each time you race, the field (thus the show) is halved (16 cars, then 8, then 4, then W & RU).

We have altered this old format to provide greater spectator appeal by having all the Wild Bunch members show for the second round (including first round losers). The ladder still exists for the winners, but the 1st round losers show up for the 2nd round for what we call the consolation round. Their incentive is that they get more seat time and some additional points, win or lose, for the second round.

Second, how the show runs. We show up on Saturday (if the track is open on Saturday) and run 3 scheduled time trials. Then on Sunday, we make one scheduled time trial (at approximately 11:00) and then jump into eliminations at 1:00. Then 2nd round and consolation round at 2:00, 3rd round at 3:00 and finals at 4:00. The between round times may be adjusted to allow for cooling, etc. and at the convenience of the track or WB. With a minimum of 45 minutes after the last pair from the previous round.

The exception to this is the Gimli races, they are 2 races/weekend, Sunday/Monday and points accordingly. We have 2 time trials each day, 11:00 and 12:30, approx., before eliminations.

Third, management of the program. With the set format, except for time scheduled adjustments with the track, the Wild Bunch handles the majority of the logistical work.

Getting the cars lined up, the individual rounds, and the like. The track provides the timing, starting line, and finish crews.

Finally, the car, driver and crew get in free. Camping is also free.

2010 MIDWEST WILD BUNCH RACE RULES

GENERAL RULES:

1. ALL cars must conform to the SAFETY requirements of the host track's sanctioning body, as they pertain to each vehicle's performance capability.
2. Driver must have a valid competition license for the sanctioning body of the track.
3. Track Rules Apply.
4. All cars will be inspected for general safety.
5. By your entry into any MWB event, you acknowledge MWB's right to inspect your vehicle at any time for legality and safety violations.
6. **THREE CLASSES OF RACE CAR:**
 - a. **DRAGSTER:** Traditional Front Engine Dragster or Rear Engine Dragster with a wheel base over 150"
 - b. **FUNNY CAR:** Flip-body funny cars, center steer altered and roadsters with a maximum wheel-base of 150"
 - c. **DOOR CAR:** Traditional fixed body car with both doors functioning and left-hand steer altered and roadsters with a maximum wheel-base of 125"
7. Class ET indexes:
 - a. Dragster.....1/4 mile - 7.75.....1/8 mile - 4.90
 - b. Funny Car.....1/4 mile - 8.00.....1/8 mile - 5.20
 - c. Door Car.....1/4 mile - 8.50.....1/8 mile - 5.40

QUALIFYING:

1. Qualifying will be run in pairs unless there are an odd number of cars, in order to keep the pace of the event and for the entertainment of the fans (as conditions allow).
2. To qualify for competition, each driver/car combination must meet or exceed its class index.
3. Eight-car minimum field size with bye-runs from accepted NHRA ladder sheets.

4. Qualifiers will be laddered by their best reaction time in qualifying. Ladders will be set up so the driver with the best reaction time will race the driver with the worst reaction time, the second best reaction time will race the second worst reaction time, and so on. Lane choice will be decided by coin toss.
5. In order to maintain an eight-car field, cars that fail to qualify may run in competition.

COMPETITION:

1. All cars to compete on a four tenths pro-tree.
2. All cars compete with a handicapped start.
 - a. Minimum ET in effect for each class.
 - b. Must dial class minimum or quicker.
3. Courtesy staging is mandatory.
4. Deep staging is prohibited. Deep Staging is not allowed, but will not result in immediate disqualification. If a driver deep stages, it will be reviewed on video by a club executive to verify that it was not intentional. The executive has final say.
5. **Tracks sanctioning body's starting line procedure shall be used, the official starter has the final authority.**
6. No throttle stops, delay boxes, crossovers, stutter boxes or other devices used to control reaction time, ET or the speed of car during the race will be allowed. Components DO NOT need to be removed from the race car, just inoperable. Starting line RPM limiters and two-step ignition chips allowed, but only one.
7. No telemetry controls of vehicle.
8. Computer controlled functions are not allowed (under advisement).
9. Data recorders, playback tachometers, memory boost gauges and weather stations are not considered computers and will be allowed to gather information only. Radio contact may be maintained between the driver and ONE crew member in the starting line area.

ENGINES:

1. Any gasoline or alcohol engine **are** permitted.

2. Superchargers, turbo chargers and nitrous oxide **are** allowed.
3. Electronic fuel injection of any kind **are not** allowed. Provisional rule to test in 2009: electronic fuel injection allowed, but car is required to run a power adder (nitrous, turbo, etc).
4. Automatically timed nitrous systems **are** allowed (cannot be progressive).
5. Multi-stage nitrous systems **are** permitted.
6. N2O stages must be manually activated by driver function i.e. button, switch, shifter solenoid, etc (provisionally stayed).
7. Digital ignitions systems **are** allowed.

TRANSMISSIONS:

1. Any NHRA legal transmission may be used.
2. Any type of trans brake allowed. All wiring must be easily traceable and be direct, voltage-switch-solenoid.
3. All shifts must be in direct relation to driver function, **No automated shifts.**

POINTS:

(2010 Point system)

50 points.....To show
 10 point..... Per qualifying attempt
 100 points..... Per round win
 20 points Per round loss

Consolation rounds: 50 points..... Per round win
 10 points..... Per round loss

Bonus for making all 8 races..... 300 points
 Bonus points for making 7 races..... 100 points

POINTS POOL:

Top 5 points finishers at the end of the season will divide up to \$5,000.00 according to their points earned.

2010 MIDWEST WILD BUNCH RULES

1. Executive Board is to be elected during the general membership meeting to be held during the month of January.
2. The executive board consists of the President, Vice President, and Secretary/Treasurer. Directors shall serve for one season with no limit of terms.
 - a. President-acting authority of organization
 - b. Vice President-authority when president is not in attendance.
 - c. Secretary-documentation of organization (current and historical)
 - d. Treasurer-fiscal responsibility of organization
3. The President, Vice President, Secretary/Treasurer and Division Directors have a duty and responsibility to act in the best interest of the Midwest Wild Bunch.

RULE REVISIONS:

1. New rules and regulations pertaining to construction and/or components of a racecar and its equipment shall be enacted no later than December 31 of the existing season.
 - a. Midwest Wildbunch rules and regulations are subject to NHRA rules and amendments.
 - b. MWB Rules and regulations may be modified as necessary to conform with NHRA and IHRA rules.
 - c. MWB Rules and regulations may be modified **at any time** by the executive board with a majority vote for those issues involving the safety of drivers, crews, and spectators.
2. The executive board will schedule a general membership meeting during October, November and December to discuss any necessary rule changes.

Prefered meeting and notification format is as follows:

- a. October meeting to raise and discuss new proposed rules;
- b. November meeting to publish proposed rule changes to the general membership; and
- c. December to vote on proposed rules. Each paid member having one vote.

The MWB officers shall enforce all rules imposed by our organization and shall have the authority to remove a car from competition on race day for violation of rules. The on site officer shall promptly report all detected rule infractions to the executive committee for review and assessment of additional penalties. No contact with track operator allowed without prior dialog with MWB officer. All cars will be inspected annually for compliance. Random inspections may be carried out at the discretion of the officers or division directors.

Alleged violation by fellow racers (“tear down” procedure)

1. A driver participating at the event must make a formal complaint to a member of the Executive board and pay a \$100.00 inspection fee to the MWB.
2. Plaintiff driver, defendant driver and an on site executive board member must inspect vehicle in a short, reasonable amount of time the same day.
3. If vehicle in question is found to be competing with illegal equipment, the executive board will determine the necessary fine, loss of points, elimination of competition privileges for the race and/or revoking membership for one year. The plaintiff driver will be refunded the inspection fee.
4. If no illegalities are found on the defendant’s racecar, the plaintiff driver’s inspection fee will be split by on half. \$50.00 to the MWB general fund and \$50.00 to the defendant driver.
5. After the race day has passed, there will be no acceptance of complaints. As racers we do this as a hobby, for fun and enjoyment.
6. Any member attempting to undermine the MWB will be removed from the group by an Executive member.

Now let’s get out there and go racing!!!!!!!!!!