

MID WEST DRAG RACING SERIES (MWDRS)
GENERAL REGULATIONS & ADMINISTRATIVE PROCEDURES

INTRODUCTION

The general regulations in this document are effective **November 20, 2024**, and supersede all previous versions.

COMPETITION

In the interest of keeping competition close, fair and safe. MWPMS reserves the right to make adjustments to the rules of any class at any time. Hopefully, this will not be necessary, but with the wide variety of engine body and power adder combinations presented, it is critical to have a process available to be able to keep competition safe, fair and close, and for all racers to be aware that this process is one that will be fair to all.

OFFICIAL NOTIFICATION

All changes, additions, deletions, clarifications, or other items of information pertaining to the rules will be published on the MWDRS official website www.midwestdragracingseries.com. If at any time a situation arises that is not covered in our race regulations we will adhere to the rules set forth and published in either the current NHRA rulebook or the NHRA policies and procedures guidelines for the current year. All decisions by the competition director and/or drivers committee are final.

REQUIRED DECALS

Special MWDRS Event decals and Sponsor decals may be required for all participating vehicles. Any non-approved decals or signage may be prohibited. No vehicle will be permitted in the staging lanes if there is non-compliance of these requirements. In the event that a vehicle not in compliance with these requirements makes a qualifying run, that run may be invalidated. MWDRS, at its discretion, reserves the right to reject any decals, signs, names, advertising, promotion or graphics that it feels is inappropriate or unacceptable, at any MWDRS events.

CONTINGENCY DECALS

Contingency decals must be the official size, design, and color supplied by the contingency sponsor for that purpose and must be applied so that they are visible from the SIDES of the vehicle. Magnetic decals of any kind applied to the vehicle body are not permitted. It will be the participant's responsibility to acquire the decals from the MWDRS tech department.

CONTINGENCIES

At the conclusion of the event, the winning vehicles and runner-up vehicles will be inspected for contingency verification. This will include having the correct decals in the approved locations and having the appropriate part on the vehicle and in use. Any attempt by the participant to use fraud or deceit in any way, or to list parts not actually on the vehicle, will result in severe penalties, which may include the forfeiture of all contingencies, points, and payouts.

RACING FORMAT

Unless otherwise specified, all competition will be heads up, no breakout, utilizing a Professional (.400) 'Pro Tree' starting device and at a distance of one-eighth (1/8th) of a mile.

QUALIFYING

During an event, there will be specific time scheduled for qualifying attempts, with announcements made accordingly. However, due to weather or other circumstances, MWDRS officials may alter the schedule. During qualifying, any competitor at the head of the staging lanes or the designated ready line preparing to make a run must obey all signals or commands from the starting line or staging personnel. Competitors must fire and move forward within a reasonable amount of time. If they cannot fire, or some other unforeseen problem arises, they will be allowed to move to the end of the qualifying session. Final decisions regarding staging will be up to the Starter and/or the Competition Director. Once a driver enters the water box with the engine running and begins the burnout process it is considered passing the ready line, unless shut off by an MWDRS or starting line official. Once driver passes ready line but cannot make the pass at that time, they will be given an opportunity to go to the rear of the qualifying field in order to make a test pass only. (IT WILL NOT COUNT AS A QUALIFYING PASS and will not show up on the qualifying sheet for that round) Any problems regarding engine starting, burnout procedure, pre-staging, staging and/or any problems or malfunctions with the starting line system will be handled or addressed by the starting line personnel and/or the Competition Director, whose decision will be final. Any questions pertaining to a potential infraction during a run, such as crossing the center line, etc., will be handled or addressed by the starting line personnel and/or the Competition Director. In the unlikely event of a starting line malfunction, specifically one that may require a rerun, the decision of the Competition Director will be final. To constitute an official qualifying attempt, all cars must self-start, self-pre-stage, self-stage under its own power and take the start signal for at least one of the qualification sessions. Under no circumstances will a push start be allowed.

LADDERS

Once qualifying has concluded and a ladder has been established, pairings will not be changed, unless otherwise directed by the Competition Director. All qualified cars will be listed on the ladder, regardless of their potential difficulty or ability to make the first round of eliminations. In all classes, lane choice will be determined by elapsed time. The driver with the better qualifying elapsed time will get first-

round lane choice, and in subsequent rounds, lane choice goes to the driver with the lower elapsed time in the previous round. In the event that a qualified car is unable to make the first-round call for eliminations, for any reason, alternates will be inserted into the broken vehicle's qualified position and the competitor in the opposite lane will have lane choice. Any errors noted by a competitor as to his position on the ladder must be brought to the attention of the Competition Director in a timely manner after the ladder has been posted. All classes will be run on a 16-car ladder with 9 or more entries (Multiple byes will be possible) and on an 8-car ladder with 8 or less entries.

QUALIFYING/ELIMINATIONS

Competitors must fire and move forward within a reasonable amount of time. Any problems regarding engine starting, burnout procedure, pre-staging, staging and/or any problems or malfunctions with the starting line system will be handled or addressed by the starting line personnel and/or the Competition Director, whose decision will be final. Any questions pertaining to a potential infraction during a run, such as crossing the center line, etc., will be handled or addressed by the starting line personnel and/or the Competition Director. In the unlikely event of a starting line malfunction, specifically one that may require a rerun, the decision of the Competition Director will be final.

In the unlikely event of a malfunction of the starting line or finish line clocks, or an anomaly of the race vehicle, resulting in a non-legitimate or questionable elapsed time, top speed or lane winner signal, the Competition Director at his sole discretion may disqualify that run for the purposes of qualifying position, elimination round winner or lane choice. If a competitor makes contact with a finish line timing block (et or mph) during qualifying, both runs will be thrown out unless it is determined beyond reasonable doubt that the infraction in no way interfered with the opposing lanes time and or mph, the decision of the competition director will be final. Crossing the center line is grounds for disqualification.

BURNOUTS

All pre-race burnouts are restricted to designated areas, using water only. Once competitor enters the water box during qualifying or eliminations, you have committed to the run. If your vehicle experiences trouble and loses fire, you will be given 1 minute to restart. If unable to restart in the allotted time, the qualifying attempt or round of eliminations will be forfeited. If a contestant's vehicle should break on a burnout and cannot back up or be pushed back, it is not permitted to turn on the track and drive back to the starting line. Only exception to this rule is if vehicle is still under power, it can be pushed back to the starting line to prepare and stage to race, once. Crossing the centerline during a burnout is not a disqualification. Fire burnouts are strictly prohibited. At MWDRS events, all drivers are allowed one burnout across the starting line under power. Length and time duration must be reasonable and in concert with the opponent's procedures. Maximum of 2 dry burnouts for Pro and Sportsman Jr. Dragsters only, maximum of 1 push-back, unless having mechanical issues, and must be in concert with the opponent's procedures.

STAGING

Once a vehicle reaches the front of the staging lanes for a run, it must be prepared to fire and race. Once directed by an MWDRS official to start the vehicle at the ready line, the entrant must start and proceed to the water box. If one or both vehicles experience issues starting, the entrant will be given 2-minutes to start the vehicle and proceed, if unable to start in the allotted time, the run will be forfeited (qualifying and eliminations). To be a legitimate race winner, a contestant's vehicle must self-start and self-stage. This rule also applies to single runs. Push-starting or push-staging any vehicle is prohibited. Staging must be done under the vehicle's own engine power. (Exception for Pro Jr and Sportsman Jr.; Cars can be "helped" proceed to stage by MWDRS official or parent if car is believed to be stuck on starting line while under power.) Plug in electric starters permitted supercharged vehicles unless otherwise noted. After proper staging and receiving the starter's signal to proceed, re-staging for a second time is strictly prohibited. In any category where dial-ins are displayed, the dial-in cannot be changed on the car after the car has left the staging lanes and proceeded to the ready line. Only exception to this rule is if there is an on-track incident with an extensive amount of down time. At that time, a MWDRS official will inform all drivers past the staging lane line that a dial-in change is permitted but only if the downtime reaches the allotted time frame. In any category where dial-ins are displayed on a scoreboard or dial-in board, during eliminations, the racer accepts the dial-in displayed once he/she has pre-staged; no reruns will be granted due to incorrect dial-ins after pre-staging. The application or use of any device, mechanical or electronic, that permits the driver to ascertain the position of his or her vehicle in relation to the starting line is prohibited. Only visual observation of track equipment may be used to ascertain the vehicle's position. The practice referred to as "deep staging" is prohibited in Pro Jr. Dragster but permitted in all other categories. In heads up categories, if both drivers of a race leave the starting line before the start system is activated, the driver leaving first is disqualified – if start system is activated, the driver leaving first is disqualified – if unable to determine who left first, both drivers are disqualified. Any elapsed times posted would be void for lane choice or other considerations. THE FINAL STAGING MOTION, USING APPLIED POWER, MUST BE IN A FORWARD MOTION, GOING FROM PRESTAGE TO STAGE POSITION. A reasonable amount of time will be permitted for drivers to stage. The time limit will be determined at the sole and absolute discretion of the official starter. Failure to pre-stage or stage upon the starter's instructions is possible grounds for disqualification. After proper staging and receiving the starter's signal to go, restaging for a second time is prohibited. Any driver leaving the starting line before the start system is activated, including a driver on a single run, will have his/her time disqualified for the run.

ELIMINATIONS

In order to be a legitimate race winner of a particular round, a competitor's car must self-pre-stage and self-stage under its own power and take the start signal. Any vehicle unable to self-pre-stage and self-stage under its own power to take the start signal, for any reason, will be declared the loser of that particular round of competition. Crossing the center line is grounds for disqualification.

LANE CHOICE

Lane choice will be determined by elapsed times (ET). The driver with the better (quicker) qualifying ET will be rewarded with first round lane choice. In subsequent rounds, the lane choice will go to the driver with the lower ET from the previous round.

RACE CLASSES

It will be the participant's responsibility to know, understand and abide by the rules, regulations, requirements and restrictions of the MWDRS. This includes knowledge of the safety rules and requirements contained in the host tracks sanctioning body rulebook. Failure of the participant to know, understand and abide by the rules, regulations, requirements and restrictions of the MWDRS or of the safety rules, will constitute an acceptable reason for MWDRS to disqualify the participant. The rules, regulations, requirements, and restrictions of the MWDRS are contained on the MWDRS website (www.midwestdragracingseries.com).

REPLACEMENT VEHICLES

The Competition Director has the option of allowing a driver to utilize a replacement vehicle under the following conditions, and at his sole discretion.

1. The original vehicle is withdrawn from competition and cannot be reinstated.
2. The replacement vehicle must be fully certified for the class and pass the technical inspection.
3. Check out runs for replacement vehicles are not permitted.

ASSUMPTION OF RISK

The participant agrees that by entering an event, the participant acknowledges that the event site is safe and suitable for racing and the participant acknowledges that by participating in the event the participant may suffer bodily injury, death, or loss or damage to property. The participant has voluntarily assumed the risk of such losses and waives any claims for such losses against MWDRS, its officials, the event sponsors, the race track operators and other participants and discharges such persons from responsibility for such losses and agrees not to sue such persons for such losses. All participants shall be required as a condition of participation to sign all required entry forms, including such releases as shall be required by MWDRS and their insurance policies. For purposes of clarification, the term "participant" shall include any person directly or indirectly associated with any vehicle which has been permitted to enter an event site, including, but not limited to owners, drivers, and crew members, guests of participants, spectators or commercial vendors.

TECHNICAL INSPECTION

Prior to competition, all cars and drivers must pass an initial technical and safety inspection. During the event and at any time, the technical and safety inspectors may re-inspect the car or driver to insure compliance with the class and safety rules. If during this inspection it is determined that any noncompliance of the rules or regulations exist, the participant may be disqualified. MWDRS reserves the right at any time during the event to inspect any vehicle for compliance. From time to time, deviations or exceptions to the rules may be permitted, if in the opinion of MWDRS officials, said deviations or exceptions do not constitute a competitive advantage.

COMPETITORS

Each competitor in any event conducted by the MWDRS must have a valid state driver's license, a valid Competition License and a current permanent number (as required). All of the above are subject to inspection by MWDRS officials at any time. Each competitor, as well as participant crewmembers, must be properly (as determined by MWDRS officials) attired when present in the staging lanes, starting line area and/or competition areas of the race track. In order to keep with the professionalism of the MWDRS, it is requested that starting line crew members wear matching collared shirts of some type.

COMPETITION NUMBERS

All participants must have a competition number and class designation (PM) clearly visible in a legible manner displayed on their windshield, side windows and rear window at all times during competition. Under no circumstances will numbers applied with shoe polish be acceptable. Minimum size of letters and numbers is four (4) inches high and one (1) inch wide. Failure to properly display assigned numbers and class designations may be grounds for disqualification or point's loss.

****Competition numbers are assigned to the driver, not the car. If a driver changes vehicle, the previous driver's number must be removed and new number applied in the appropriate manner.**

POINTS – GENERAL

Points will only be awarded for each elimination round win. (Example: If an 8-car ladder is used, then only 3 rounds of points will be available to earn, but if a 16-car ladder is used, then 4 rounds of points will be available to earn.)

Points will be awarded as follows:

25 Points for paid entry. (Car and driver must be present at event in order for points to be awarded.)

10 points for at least 1 qualifying attempt consisting of staging car under its own power and taking the tree.

20 points per elimination round win (no bonus for winning the event)

Qualifying points (based on 16 car ladder)

#1 qualifier: 16 points

#2 qualifier: 15 points

#3 qualifier: 14 points

#4 qualifier: 13 points

#5 qualifier: 12 points

#6 qualifier: 11 points

#7 qualifier: 10 points

#8 qualifier: 9 points

#9 qualifier: 8 points

#10 qualifier: 7 points

#11 qualifier: 6 points

#12 qualifier: 5 points

#13 qualifier: 4 points

#14 qualifier: 3 points

#15 qualifier: 2 points

#16 qualifier: 1 point

Max points available if you win the event would be 131 points: (Based on 16 car ladder)

25 for entry.

10 for qualifying attempt

16 for #1 qualifier

80 round win points

All points will stay with the team owner and not the driver.

Tie Breaker

In the unlikely event, a tie should occur, the following procedure would be used to determine a winner.

- 1) Most event wins.
- 2) Most event runners-up.
- 3) Most number of events entered.
- 4) Most event round wins.

Should a tie still exist after the above procedures are implemented, the tied competitors will be declared co-champions and all awards (where possible) will be shared equally between the co-champions.

PAYOUTS AND ENTRY FEES

[See Payout page on website](#)

OILDOWN PENALTIES

In an effort to eliminate downtime due to clean-up, penalties may be imposed for teams depositing fluids on the racing surface or shutdown area during qualifying or elimination rounds. Flagrant disregard or repeated violation will be subject to disciplinary action as deemed appropriate by the Competition Director. Such action may involve points and/or monetary fines, denial of participation, and/or

suspension of competition privileges. The Competition Director's decision is final in determining oil down violations.

DISQUALIFICATION

Any contestant disqualified for non-compliance with any of the MWDRS rules, regulations, requirements or restrictions is subject to forfeiture of all or a portion of any points earned or accumulated, including points from previous events and any monetary awards, at the discretion of the Competition Director.

USE OF LIKENESS

In consideration of being allowed to enter and by being issued credentials to a MWDRS event, the vehicle owner, vehicle driver, all crewmembers, and other holders of event credentials agree as follows: All rights to the use of their likeness and their vehicles entered in the event as well as their activities at the site of the event, before, during and after the event and reasonably related to the event in regards to advertising, promotion, filming, recording, exhibition and other exploitations of the event.

RAIN OUT POLICY

The MWDRS will make every effort to complete the all events as scheduled. However, if an event cannot be started or completed due to inclement weather or unexpected conditions, it will be postponed, rescheduled, or cancelled at the discretion of the Competition director. All factors of all parties concerned will be taken into consideration including those of participants, track operators, as well as the MWDRS Competition director. No refunds will be issued when an event is rescheduled, postponed or considered complete by the Competition Director. Regardless of the situation or circumstances, the decision of the Competition Director will be final. Participants who have qualified and are on the ladder for a particular class, but are unable to return to a rescheduled event on the rescheduled date, will be awarded points and payouts earned as the loser or no show of the following round of competition.

PAYOUT POLICY

Payouts will be determined by MWDRS and will be made upon completion of each event. Any payout, contingency, gift certificate or other awards presented by any sponsor is not the responsibility of MWDRS. The MWDRS will not, under any circumstances, be responsible for any sponsor non-payment or bad checks. Should this occur, any action legal or otherwise shall be between the participant and the sponsor. Due to sponsor contingencies and contracts, it may be necessary to mandate sponsor decal location placement on vehicles prior to participation. It is the driver's responsibility to procure and place all contingency decals on his/her vehicle. Decals must be in place for the entire event. This includes time runs, qualifying and eliminations. Any paperwork or information required by MWDRS or any sponsor

must be properly submitted prior to the issuance of any payouts or awards. All payouts will be made directly to drivers unless alternate arrangements with MWDRS officials are made prior to eliminations. Any participant experiencing irreparable damage and is unable to make the next round call will be paid (if applicable) only through the last round of competition won.

COMPLIANCE OF RULES

Each participant expressly agrees that by entering an MWDRS event, the participant will be bound by all of the decisions, rules and regulations of MWDRS, including all procedures provided for in the MWDRS rules and by the decisions, rules and regulations which are applicable to a particular event, including those of the host track and the host track's sanctioning body. The participant agrees to be bound by and abide by the decisions of the Competition Director, its designee and all other MWDRS officials at all events. The participant also agrees that all decisions made before, during or after an event are final and may not be appealed or made part of, or the basis of, litigation and hereby agrees to release and waive from liability and not to bring any action against the Competition Director, their designees, MWDRS, the race track operator, track safety equipment, event sponsors and all other event officials for any loss, damage or injury caused by malfunctioning electronic or mechanical equipment whether caused by negligence or otherwise. The participant further agrees that any dispute concerning any event, the rules, and regulations of MWDRS or any decisions rendered by MWDRS or MWDRS officials, shall be resolved pursuant to the procedures provided for in this General Regulations and Administration Procedures section. The participant agrees to indemnify and to hold MWDRS harmless for any costs or loss incurred as a result of the failure of the participant to comply with the rules, regulations and procedures provided for herein. Upon the discovery of any irregular component not specifically addressed by MWDRS, it will be considered non-allowable, unless otherwise authorized by a MWDRS official. In some instances, a "one-race waiver" for a specific rule infraction may be given to a participant by an MWDRS official, if in his judgment, the infraction does not create a competitive advantage in the participant's favor. Any competitor found not to be in compliance with the rules, regulations, restrictions and procedures as set forth by the MWDRS will be or could be disqualified. Disqualification may lead to forfeiture of all or a portion of points and monetary awards – to be determined at the discretion of the Competition Director.

SFI SPECIFICATIONS

SFI Specification numbers, whether so stated or not, are the minimum mandatory specifications for the item discussed. All competitors are required to pay meticulous attention to the SFI Specs including (re)certification periods, as rigorous adherence will be compulsory.

TOW VEHICLES AND PIT SAFETY

Any misuse, reckless driving, speeding or unacceptable behavior in the pit area or anywhere on the racetrack facility, by anyone operating a 2, 3 or 4-wheeled motorized or non-motorized vehicle is strictly

prohibited and are grounds for disqualification and may lead to confiscation of vehicles and ejection of the owner and operator from the facility. COMPETITORS WILL BE HELD RESPONSIBLE AND MAY BE DISQUALIFIED IF ANYONE ON THEIR TEAM MISUSES A SUPPORT VEHICLE. Minors under the age of 16 are prohibited from operating any type of self-powered vehicle on the race facility.

NITROUS OXIDE

All nitrous oxide systems used must be commercially available. Nitrous bottle(s) in driver's compartment must be equipped with a relief valve and vented outside of driver's compartment. Bottle(s) must be stamped with a DOT-1800-pound rating and be permanently mounted (no hose clamps or tie wraps permitted). All bottles in use must be pressure certified and marked/dated by the manufacturer or test facility. Bottles need to be recertified at a minimum every 5 year. Hoses used to connect bottle(s) to solenoid must be high pressure steel braided hoses. MWDRS accepted, commercially available, thermostatically controlled bottle warmers are permitted. All other external heating methods or ignitable heating sources are prohibited and may be grounds for disqualification. All high-pressure bottles must remain secured in the race vehicle or hauler during the entire event.

TAIL LIGHTS

Working tail lights are required on all vehicles competing in MWDRS events. Tail lights must be on anytime the track lights are operating. Tail lights must be on prior to entering the staging beams and must remain on until the vehicle exits the shutdown area. Tail lights must be visible from race control for the full length of the racing surface. Tail lights must be controlled from inside the driver's compartment.

CHASSIS CERTIFICATION

All vehicles competing must have a chassis that meets the guidelines set by S.F.I. specifications before being allowed to compete. Chassis certification must be performed by an NHRA certified chassis inspector and will be good for a period of two (2) years. The signing of the Tech Card at each event acknowledges that the chassis still meets the standards that were set to receive the Chassis Certification and have not been altered. Any alterations or repairs that are performed to the chassis in an area of the chassis that is covered by the NHRA guidelines and/or S.F.I. Will require the chassis to be re-certified. Please direct any questions concerning Chassis Certification to the MWDRS Technical Services Department.

GENERAL GUIDELINES

MWDRS, at its discretion, reserves the right to change, modify, add, or eliminate specific class rules, regulations, procedures, restrictions, payouts, awards or entry fees at any time and without advance notice and at the discretion of the Competition Director. MWDRS, at its discretion, reserves the right to

prohibit or deny participation at any MWDRS event to anyone, in any capacity, at any time and for any reason. Remember, you are responsible for following the Rules and Regulations set forth by MWDRS as they pertain to you, your crew, as well as your vehicles.

RESTRICTED AREA ACCESS

Each driver, as well as participant crew members, must be properly (as determined by MWDRS officials) attired when present in the staging lanes, starting line area and/or competition areas of the race track. Drivers, crew members and sponsors may receive non-transferable, restricted-area arm bands. A MAXIMUM of five (5) crewmembers will be allowed starting line access. All starting line crew members are requested to wear matching collared shirts. Any additional crew members and/or sponsors with restricted area arm bands will have access to a dedicated viewing area adjacent to the track. Only crew members of the vehicles that are signaled to fire by the race master will be permitted to cross the ready line and proceed to the starting line area. After their car has made its run the crew must exit the starting line area immediately. Nobody is allowed access to the starters box at any time or for any reason. Anytime the red lights on the tree are flashing EVERYONE must exit the starting line area and return to the designated viewing area or behind the ready line.

SLAMMERS CLASS RULES

Open to non-qualifiers and 1st round losers

1st round will be the non-qualifiers only.

2nd round will consist of all 1st round losers from the main class who choose to buy back into class and 1st round winners from the Slammers class.

All rounds will be a random draw for lane and competitor.

No single competitor can draw more than 1 bye unless all other competitors have also drawn a bye

PAYOUTS AND ENTRY FEES FOR SLAMMERS CLASS

[See Payout Page on website](#)

Slammers points In addition to points earned for paid entry and qualifying attempt, points will be awarded as follows:

5 points per round win (no bonus for winning the event)

******RULES ARE SUBJECT TO CHANGE AT ANYTIME******