



**GRAND
PRIX MIDGETS**

Rules and Regulations

1.0 Regulations and Constitution

1.1 Name and Title

The club shall be called the Midget Grand Prix Club, but be promoted as the “Grand Prix Midget Club”

1.2 Object

The object of the Club shall be to promote, participation and as far as may be, control the racing of that formula designated “Grand Prix Midget Cars” in the United Kingdom.

All rules and regulations of the Grand Prix Midget Club are designed to allow and promote close **NON CONTACT** racing, with a good safety factor and the minimum discord between members.

1.3 Members

Membership shall be of 2 categories.

1- Driving members registered with Incarace/Spedeworth. (Driver membership includes the membership of one nominated mechanic)

2 -Non-driving members

Life memberships are awarded to members who are considered to have made an outstanding contribution to the club over prolonged period of time. These memberships are proposed and agreed at the AGM. These members are considered paid up members.

1.4 Rights of Members

Only active drivers are allowed to vote on technical rule changes. “Active” is classed as a registered driver who has raced in either or both of the last two preceding seasons and has attended at least 60% of available meetings with their car. New drivers have to have attended at least 60% of the meetings available from their first starting to race. Drivers who have attended at least one meeting in each of the last

five seasons will also be eligible to vote. Driving members only have the right to drive a Grand Prix Midget car at any meeting organised by or supported by the Grand Prix Midget Club.

1.5 Subscriptions / Club Year

The subscription fees shall be decided at the Annual General Meeting. The subscription is made up of a licence fee to Incarace/Spedeworth and membership to the Grand Prix midget Club. Membership runs from 1st January to 31st December.

1.6 Organisation

The Board of Control shall consist of: Chairman, Vice Chairman, Treasurer/Membership Secretary, Grader, Chief Technical Officer, PR Secretary and 1 member nomination.

All officers shall be elected annually. Any 5 elected members can form a quorum. Board of control Chairman must be a current or ex-registered driver or Club officer, of not less than 3 years standing. A member can be removed from office if considered necessary subject to the agreement of a full ballot of the membership.

1.7 Meeting

An Annual General Meeting shall be held each year.

1.8 Finance

The Treasurer shall keep full and proper accounts in respect of:

- 1 All sums of money received by and expended by the Club.
- 2 All sales and purchases by the Club.

Withdrawals from the Club account made by cheque must be signed by the Treasurer and the Chairman.

1.9 Rules and Regulations

Rules and regulations shall be made or amended at the Annual General Meeting. With respect to technical specification of Grand Prix Midget cars, no changes will be effective until 12 months from that date, except in the interest of safety. New and amended rules or regulations, must achieve a majority vote at the Annual General Meeting. All rules will be monitored by the BoC and in the case of conflict with other rules in practice or in the interests of fair racing can be amended by a majority decision of the BoC members (see also 2.17).

2.0 Rules

2.1 Documentation

All competitors must be a member of the Grand Prix Midget Club and be in possession of a current ORCi driver logbook. ORCi logbooks are to be carried at all meetings and be signed and display a passport style photograph.

No person under the age of sixteen years may race a Grand Prix Midget.

Application for driver membership must be made to the Secretary a minimum of 14 days before their first race meeting.

Any driver without a log book must pay a £5 fine to Incarace in order to race.

Each time a car is scrutineered it will be noted in the logbook, including weighing of cars and engine checks. New cars will be checked against the Technical Specification either before or at the cars first meeting. Where a promoter's track official requests to scrutineer a car, this must be allowed. (see also 2.6)

2.2 Engine Checks

All engines to be sealed at the start of the season (ideally the first meeting) and checked each meeting at scrutineering. Drivers are to declare to scrutineer of any engine changes that need re-sealing. Selected dates will be allocated to pre-seal engines at a designated BOC locations.

Engines may be checked on the request of a member. To substantiate this, a fee of £120 must be deposited together with the request in writing. The Club reserves the right to check any suspected engine at any time.

Should the engine be within the specification the fee will be paid to the owner to reimburse any costs incurred during the examination of the engine.

Top 3 engines will be checked at the world and European unless pre-sealed. The exact protocol around stripping will be communicated in advance of the meeting i.e at the track or sealed and stripped subsequently to ensure they comply with Club rules. The fourth place driver in both the World and European Championship races will be required to have their engine sealed in case of any disqualification. If a driver refuses to have his/her engine checked, it will be deemed to be illegal. Any driver found to have an illegal engine will lose all points for that season up to and including the time of the check.

If the Championship finals are followed by another meeting engines can be sealed and checked at a later date, this must be checked as soon as possible.

Sealed engines have to be declared when one is being raced and the seal number checked and signed off by the chief scrutineer in logbook. When the seal is broken to check for engine legality, a scrutineer who is not connected with the driver has to be present, otherwise the engine will be deemed illegal.

Only the unique numbered, tamper proof engine seals can be used.

Only a scrutineer can fit or remove engine seals.

2.3 Driving / Riding Cars

Drivers are restricted to driving one Grand Prix Midget car at any one meeting. The race meeting is deemed to start with the first race. No person is allowed to ride on a Grand Prix Midget at any time during a race meeting. Drivers other than those receiving awards, are required to leave the track area promptly.

2.4 Smoking and Drinking

No person is allowed to smoke in the pit area.

No participating driver is allowed to consume alcohol on the day of racing, until the completion of their races. Whilst no rule specifically applies to mechanics, it is recommended there should be no alcoholic drinking by working pit crew.

2.5 Booking in Procedure

Any driver planning to race should inform the BOC a minimum of 10 days prior to the meeting. Any new driver's wishing to race on a day licence need to seek approval from the BOC before you are permitted to race. Precious race history/bans will be taken into account.

2.6 Adherence to Technical Specification/ Scrutineering

It is the driver's responsibility to present a safe and legal car at all times, including scrutineering, practice and racing. The presentation of a car for scrutineering is a declaration by the driver that the car is eligible to race, and complies with all the technical and safety specification rules. Unless these published rules explicitly state something can be implemented it CANNOT. Any failure to meet the rules will be noted in their ORCi logbook.

Appointed Scrutineers are empowered to exclude or place restrictions upon any car not complying with the Technical Specifications.

Cars damaged during practice or racing will be re-scrutineered before being allowed to race.

If a scrutineer points out any matter of concern by noting it in the drivers licence book, the driver must correct the matter before the next meeting to be allowed to race, unless a specific time scale is agreed by the Technical Officer or scrutineers.

Once a car has been scrutineered it is the responsibility of the driver to ensure that car is fit and safe to take to the track. It is therefore strongly recommended that the driver checks nuts, bolts, joints and wheel nuts after every practice or race.

2.7 Arrival Time

All participating drivers must be at a meeting at least 2 hours prior to the races commencing, and must book in with the promoter. Any driver arriving late must wait for a scrutineer to become available.

2.8 Liaison with Track Officials

The orders or directions given by all race officials, must be complied with. If any disagreement should arise with the Organiser, Promoter, or any official, it will be dealt with by the Grand Prix Midget Club officer present, not the driver.

2.9 Grading and Grid Positions

Drivers must be ready in their race cars before the previous race is finished. Drivers will be lined up on the track in their respective grades as displayed on the Club notice board. Drivers must hold their grid position for the 2 warm up laps and the starting grid. Grids are formed F1 style within grading groups with pole car inside front second starts outside with front axle in line with pole sitter's rear axle. Next row to be 3 car lengths behind.

Any driver not holding their grid position will be penalised.

New drivers will start at the rear of the grid throughout their first meeting irrelevant of previous short circuit experience. The BOC however can place the driver in their graded position after their first race if the driver meets the clubs standards.

The BOC can, at it's discretion, start a driver from the rear of the grid.

There will be White, Yellow, Blue and Red grades. White usually start at the start/finish line. Reds start half a lap behind, with the yellow and blue grades equal distance between them. Red grade drivers will still start in front of the gold fin holder and current points leader.

Grades will be determined by the Grader, based on the average of the drivers last 6 meetings raced. Start positions within the grades will be determined by each drivers average with the lowest in each grade starting on the inside front.

The last 6 meetings of the season will be started in points order in each grade and not by averages. Points order is set from meeting to meeting and doesn't not change between races.

No driver can drop a grade without racing, except at the discretion of the grader.

No previous Red grade driver can drop to White.

The winner of a race will start at the rear of their grade for the remainder of that meeting, with the exception of specially graded races. If they are the only driver in their grade or are already starting on the outside position of the back row of their grade, then they will not change starting position.

Any driver winning two races at one meeting, will automatically be upgraded at the next meeting.

Any driver winning the first two races will start in front of the next higher grade for the last race.

Red grade drivers who win two races or a Final will start from the rear of the red grade at the next meeting, regardless of their average.

The top four drivers in the National Points Championship will normally be graded red. The National Points Champion will be denoted by a silver fin plate and will start in their grade according to their current points/average.

The current points leader will be denoted by a silver fin plate and start from the rear of the grid.

The current World Champion will be denoted by a gold fin plate and will start at the rear of the red grade alongside the current National Points leader.

The current points leader to start on the inside and the Gold on the outside for the first race then alternate position regardless of race wins.

The silver and gold grade not to be included in the top 4 (red grade) in the points. N.B. *This will be monitored throughout the season and amended if necessary.*

The current National Points Champion may use the number 1. They must register using their existing number.

2.10 Points

Points are awarded to the top 10 places in each race as follows

1st	15	2nd	12	3rd	10	4th	8	5th	6
6th	5	7th	4	8th	3	9th	2	10th	1

Five points are awarded for each car that passes scrutineering. These points are not included in World, European and averages.

In the event of a race being stopped, 50% of the race must have been completed for full points to be awarded. Half points will be awarded if less than 50% of the race has been run.

All races count towards the National Points Championship, including any extra races staged by promoters. The only exception to this is a pre-arranged press or fun day.

National Championship qualifying points are run from the first meeting of the season, to the last meeting of the season.

2.11 Race Procedure

All race will be run in an anti-clockwise direction.

The method of starting a race will normally be 2 warm up laps and a clutch start. Waved yellow re-starts are usually single file rolling starts.

The race distance is usually heats of 15 laps, followed by a 20 lap final.

Championships to be 25 laps, the European and World Championships to be 30 Laps, whenever possible in each case and at the discretion of the promoter.

If a race is stopped in the interest of safety, by one of the tracks officials, the race results will be in accordance with the ruling of the promoter of the day.

Any driver taking part whose car stops or crashes during the race, including the infield must remain strapped in the car with their helmet on and the steering wheel attached. Unless instructed by a marshal or track official to vacate, or the car is on fire.

Any driver who purposely stops on the infield must not re-join the race.

Any driver found to be driving on the infield or aggressively cutting corners to gain an advantage will be excluded from the race results unless avoiding an accident.

Lapped cars to hold an inside line when being overtaken, where possible allowing the lead cars to pass, by reducing speed.(See Blue flag section in 2.12 below)

New drivers with NO racing experience will be required to carry out observed laps before racing.

2.12 Flag Signals

GREEN: A race is deemed to have started when the starter waves the green flag.

STATIC YELLOW: To warn drivers to slow down and use extreme caution, possibly as a result an obstruction on the circuit. Drivers must not overtake in the flag controlled area, while the flag remains in use.

WAVED YELLOW: Slow down, do not overtake anywhere on the circuit, continue to circulate and form up in a single file. The race may be halted.

BLACK: Indicates a driver has been disqualified and must retire from the race immediately.

RED: Indicates the race is over or has been stopped and all cars must come to a standstill.

CHEQUERED: Indicates the race has been won. all cars must continue to race until the red flag is shown.

BLUE: Is only used to indicate a driver is being lapped and must hold the inside line where possible and safe to do so.

UNION JACK: Indicates the race has reached half distance.

WHITE with RED CROSS: Indicates there is a problem with the drivers car and they must retire from the race immediately.

The WHITE FLAG WITH a RED CROSS (X) is a TECHNICAL DISQUALIFICATION FLAG. This is used to signal to a driver that they have a problem with their car and must immediately retire to the infield, with care.

Flag colours / signals and rules may vary at different Promotions, it is the drivers responsibility to be aware of the flag meanings at each circuit.

2.13 Discipline

All disciplinary matters will be handled by the steward on the day of the meeting. Serious matters will be dealt with by the ORCi. (not all)

Drivers have the right to appeal a stewards decision to the BOC. (See also 2.18)

2.14 Race Numbers

Race numbers are issued by Incarace/Spedeworth.

Drivers may request any number from 2 to 999 with the exception of numbers that are already allocated.

Race numbers will be reserved for one year to the person that last registered it. Cars taking part in a race must show their race number and grades as defined by the Technical Specification.

2.15 Championship Events

World and European Championship qualifying rounds will run from August 1st to July 31st each Year. Championship races run before July 31st will be gridded on points accrued up to the meeting preceding that event. Championship races held after July 31st will be gridded on points frozen on July 31st.

Points accrued from all races until the meeting preceding the event during the qualifying period will be used to form the grid for both the World and European Championship races.

Continental drivers to be ceded into the outside of rows 4, 6 and 8 e.t.c. for World and European races, providing they have taken part in at least one meeting of that season. If a continental driver scores points in UK race meetings that would see them start higher than row 4,6,8 etc then they will be gridded in line with the points scored. If this occurs then the next allocated overseas slot behind the driver would not be allocated to the next overseas driver and would be removed. For example if an overseas driver scored enough points to line up second on the grid then they would do so but the outside row 4 allocation for overseas drivers would be removed.

Midland, East of England, Southern, British and National Championship races require a qualifying attendance of 60% of that seasons meetings. Qualifiers will start in graded order with non-qualifiers starting at the back in graded order.

British, National, European and World Championship races will be the first race of the meeting, all other Championship races will be the last race of the meeting.

The National Championship will be graded, non-qualified cars will start 4 car lengths behind the last row of qualified cars and will also be in graded order.

All Championship races are to be started in two by two order in a closed grid with a three car gap between rows.

2.16 Members Undertaking

Every driver undertakes when signing their racing contract to adhere to the contract terms and conditions.

2.17 Exemption

The Board of Control has the right to grant an exception from the rules to suit special conditions, or enable unusual features to be included in the competition.

2.18 Appeals

Refer to the ORCi (your Incarace/Spedeworth) contract for the appeals procedure. (see also 2.13)

2.19 Exclusions

The Board of Control retains the right to refuse membership or entry to competition, to any individual who whilst complying with the written rules, is deliberately flouting the overall accepted interpretation and therefore endangering the continued sport as we know it.

2.20 Best Presented Car Competition

Cars are judged by paintwork, cleanliness and overall appearance. Only cars which race are eligible. The winner is judged by officials at race meetings throughout the season.