

## **GRAND PRIX MIDGET CLUB - RULES & REGULATIONS**

### **1.0 RULES & CONSTITUTION**

#### 1.1 Name & Title

The Club shall be called the Midget Grand Prix Club,  
but promoted as the "Grand Prix Midget Club" with effect from 1997.

#### 1.2 Object

The object of the Club shall be to promote, participate in and as far as may be, control the racing of that Formula designated "Grand Prix Midget Cars" in the United Kingdom.

#### 1.3 Membership

Membership shall be of 3 categories

- 1 - Driving members -who shall not be less than sixteen years of age.
- 2 - Mechanics
- 3 - Social Members

Life Memberships are awarded to Members who are considered to have made an outstanding contribution to the Club over a prolonged period of time; this can be as a Driver or Board of Control Member or both. These Memberships are proposed and agreed at the AGM. These Members are considered paid-up Members.

#### 1.4 Rights of members

All paid up Members (*from the previous year*) of whatever category shall have the right to vote at the Annual General Meeting. Paid-up Drivers and Mechanics have voting rights. Maximum of two Mechanics allowed per driver. Social Members do not have voting rights

Only "active" Drivers are allowed to vote on changes to Technical Specification. "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 his car. New Drivers have to have attended at least 60% of the meetings available from his/her starting to race. In addition, Drivers who have attended at least one meeting in each of the last five seasons will also have voting rights on technical issues.

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, unless prior written permission is given by the Board of Control.

#### 1.5 Subscriptions / Club Year

The subscriptions of each category of Members shall be decided annually at the Annual General Meeting, notice being taken of the recommendation of the Treasurer.

The Club year runs from 1st January to 31st December.

#### 1.6 Organisation

The Board of Control shall consist of the Chairman, Vice Chairman, General Secretary, Committee Secretary, PR Secretary, Treasurer and Fixture Secretary. In addition, an Assistant Secretary / Lap Scorer may be co-opted by the Secretary. All officers shall be elected annually, but they may also be re-elected. A further 3 members shall be elected annually, taking the total number to 11, they may also be re-elected. A total of any 5 so elected members shall form a quorum.

The Board of Control Chairman must be a current or ex-registered driver or Club Officer of not less than 3 years standing. Board positions are subject to the Member taking out membership. A Member can be removed from office if considered necessary subject to the agreement of a full postal ballot of the Membership.

The Board of Control shall appoint a Technical Committee to advise the Club on all engineering and technical matters as well as those relating to specifications. This committee may be part of the 11 Board of Control members already elected.

#### 1.7 Meeting

An Annual General Meeting shall be held, normally in February.

#### 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

The bankers of the Club shall be appointed at the Annual General Meeting. Withdrawals from the Club account shall only be made by cheque signed by the Treasurer and countersigned by the Chairman or Secretary

#### 1.9 Making of Regulations

Regulations shall be made at the Annual General Meeting with respect to the conduct of members, technical specification of Grand Prix Midget cars and any relative matters and shall be binding upon Members, save that no change of Technical Specification approved at the Annual General Meeting shall be effective until 36 months from that date, except in the interest of safety.

#### 1.10 Alterations to Rules.

**No alteration shall be made to these rules or technical specification except by resolution carried by a majority of Members at an Annual General Meeting.**

## 2.0 REGULATIONS

*Notes in italics are for your guidance only.*

### 2.1 Documentation

All competitors must be a Member of the Grand Prix Midget Club and be in possession of a current Driving Membership Card, which at the discretion of the Board of Control may be issued for one day. Membership Cards are to be carried at all meetings and must be signed and display a passport style photograph. No person under the age of sixteen years may hold a current driving membership of the Grand Prix Midget Club.

Application for a Driver's Licence must be made to the Club Secretary a minimum of 7 days before the day of the race meeting at which it is first required. One-day Licences are still permitted however.

Any driver without a fully completed Licence with photo and signed will be required to purchase a Day Licence in order to race that day.

Each car will be allocated a Logbook, which should be passed on with the car when ownership is transferred. A record will be kept each time the car is scrutineered, failures noted and specifying what must be done and when. All car checks will also 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 car's first meeting. Where a promoter's track official also requests to scrutineer any car this must be allowed. Any Driver failing to bring his Logbook will be fined £5.00 each time.

### 2.2 Mechanics.

A maximum of two Mechanics per car is allowed per meeting providing they hold a current Mechanic's Membership to the Club. Membership cards to be carried at all meetings and must display a photograph. Most circuits require Mechanics to wear overalls.

### 2.3 Requesting engine checks

The cubic capacity of any engine may be checked on the request of any Member. To substantiate this, a fee of £50 must be deposited together with the request in writing. Should the engine be within the specification then the fee would be paid over to the owner of the engine to reimburse any costs incurred during the examination of the engine. Should the engine be found to exceed the specification then the fee will be returned. The Board of Control has the right to inspect any engine, which they suspect to be over the permitted limit or to carry out random tests - no fee payable.

The first four drivers in both the World and European Championship races will be required to have their engines checked to ensure that they comply with Club rules. If it is not possible to check the engines on the day of competition the engines shall be sealed by an Officer of the Grand Prix Midget Club Board of Control to enable them to be checked later at a mutually convenient time. If a Driver either a) refuses to have his/her engine checked or, b) the seal is found to be broken before the engine is checked then all points up to and including the offence will be forfeit.

The Board of Control can seal an engine after checking it. The certificate kept with the Logbook. Engines so sealed will require an identifying number on the block, which is easily visible. Once the seal is broken or tampered with in any way, the engine is deemed unchecked.

## 2.4 Driving / Riding of cars

Drivers are restricted to driving one Grand Prix Midget car at any one race meeting. The race meeting is deemed to start when the first race of the day is started.

No person other than the Driver or Mechanic is allowed to ride in or on a Grand Prix Midget Car at any meeting either in the pits or on the track other than for a Grand Parade. No person must be allowed or cause any car to obstruct any entrance or exit at any stadium, race track or any other place at which that car is appearing. Drivers, other than those receiving awards, are required to leave the track area promptly and may not pick up passengers on or whilst leaving the circuit or pit lane.

## 2.5 Smoking and Drinking

No driver is allowed to smoke whilst in a Grand Prix Midget car on the track surface. *(Many circuits ban smoking in the pits - you are required to obey circuit / promoter rules as applicable)*

No participating Driver is allowed to consume alcohol on the day of racing until after the completion of all competition. *(Whilst no rule specifically applies to mechanics it is recommended that there should be no alcoholic drinking by working pit crew and reference should be made to rule 2.15)*

## 2.6 Booking in procedure

Any Driver planning to race should book in at least two week's prior to the meeting. If he afterwards needs to cancel, this must be done 48 hours prior to the meeting. Failure to turn up after booking in to race will result in a fine of £5, which will be paid before he is allowed to race again. Anyone turning up at a meeting without booking in will also be fined £5, payable before he is allowed to race. Exemptions may be made at the discretion of the Board of Control.

## 2.7 Adherence to Technical Specification/Scrutineering

Drivers of Grand Prix Midget cars appearing at a meeting must ensure that the car is in a race worthy condition and that the Technical Specification is strictly adhered to. Any Driver of a car not complying with the Specification will start at the rear of the grid and will not receive any points should he / she finish in places, which carry points. Points are awarded to the first 8 cars that meet the Specification.

Appointed Scrutineers are empowered to exclude or place restrictions upon any car deemed unfair or not complying with current construction regulations as defined in the Technical Specifications. e.g. Any car found to be leaking fluids onto a race circuit will be excluded from racing.

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

All newly built or renovated cars are fully scrutineered before racing. Major discrepancies /damage is to be noted in logbooks.

If a Scrutineer points out any matter of concern, the Driver is expected to correct the matter before the next race meeting unless a specific time scale is advised by the Scrutineer or Technical Committee.

Licences will be checked at Scrutineering and Log Books will be required (refer Rule 2.1)

Anyone wishing to run an engine of capacity bigger than 1427cc, must request Committee permission before doing so, and would not be eligible for points or trophies whilst doing so.

## 2.8 Arrival time:

All participating Drivers and Grand Prix Midget cars should endeavour to be at a meeting at least one hour prior to the meeting commences and must book in to a circuit or Club official (*as required by the circuit*)

## 2.9 Liaison with circuit officials:

The orders or directions given by a Steward, Pit Marshall, Scrutineer, Start Marshall, or Club Officials for the meeting, when acting in their official capacity, will be complied with.

If any disagreement should arise with the Organiser, Promoter, or any Official, it will be dealt with by the Club Official present NOT by the Driver or Club Member concerned.

## 2.10 Grading and grid positions. ( **amended at AGM February 2005** )

Drivers will be lined up on the track in their respective grades by the Starter or other Officials. **Drivers must hold their grid position once the grid has been set.** Any Driver not holding their grid position will be penalised and disciplinary action will be taken at the Board of Control's discretion.

Drivers must be ready in their racing cars before the previous race is finished.

The winner of a race will start at the rear of his grade for the remainder of that meeting. Any Driver winning 2 races at one meeting will automatically be upgraded at the "next day of competition".

A single venue meeting spread over two days is deemed to be one meeting and therefore grid revisions made on the first day will hold throughout the second day.

A new Driver will start at the rear of the grid throughout his first meeting. Drivers who have taken part in short circuit racing before will have the option of starting at the front or rear of the grid at their first meeting after the first race. Despite a Driver's grading in accordance with the issued grading list, the Board of Control can, at its discretion start a Driver at the rear of the grid.

There will be White, Yellow, Blue and Red grades as defined by the circuit but usually White grade on the start finish line with the Red grade directly opposite. The top 6 drivers in the National Points Championship are graded Red **with the current points leader denoted by his car carrying a Silver coloured fin-plate and starting at the rear of the Red grade grid. The current World Champion will start at the rear of the Red grade grid alongside the current national points leader.** Grades are determined by the Board of Control based on the drivers' average score over the previous 6 meetings raced. Positions on the grid within the grades will be determined on individual driver's average. However drivers' position within grades for the last 5 championship meetings will be determined by points scored A Driver can only move up or down one grade at a time. The top 6 drivers are graded Red regardless of average, within the constraints of all other grading rules.

No Driver can drop a grade without racing except at Board of Control discretion. (***This is designed to prevent a driver deliberately missing meetings in order to drop down the grid***). At no point can a previous Red grade driver drop to White grade.

## 2.11 Points

Points are awarded to the top 8 places in the race as follows:

1st: 12, 2nd: 10, 3rd: 8, 4th: 6, 5th: 5, 6th: 4, 7th: 3, 8th: 2.

1 point is awarded for attendance with Grand Prix Midget car provided that the car is practised or raced

1 point is awarded for each race started. (*The Grand Prix Midget car must actually start the race - if it pulls onto the grid but then retires before the warm up laps / race is started - no point is awarded*)

Any extra races staged by Promoters will qualify for points. *The only exception to this is a pre-arranged press or fun day, which is designated separate to the Club championship.*

The top six drivers in the Championship will receive a trophy (*awarded subject to attendance at the Club Presentation evening*).

In the event of a race being stopped prematurely, 50% of the race must have been completed before points are awarded.

**Double** points will be awarded at International races. i.e. World & European Championships. (This applies to domestic drivers only.)

## 2.12 Best Presented Car Competition

This separate competition is scored at every meeting by non-racing members or general public on the day.

Cars are judged on three criteria as follows:

Paintwork, Cleanliness and Overall Appearance.

Points are awarded up to a maximum of 10 points in each category, on the proviso that the car carries Club adverts as required.

Only cars, which race, are eligible (unless deemed exempt by the Board of Control due to genuine reasons such as engine failure or crash damage in practice)

The top 6 cars at the end of the season will receive trophies. A shared car will be deemed one car for the purpose of this competition but a share agreement is considered to be by two Drivers and must be notified to the Board of Control prior to racing.

### 2.13 Race procedure:

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

The method of starting a race will normally be a clutch start.

*(There are usually two warm up laps before the race starts with cars stopping in their grid positions before the Start Marshall waves the green flag to signal the start of the race. Warm up laps are at the discretion of the circuit officials often determined by time available)*

*The race distance is determined by the Promoter however in most cases the first two races are heats and these are 15 laps followed by a 20 lap Final - the trophy is usually awarded for the final. In the case of major championships such as the World & European the race distance may be up to 40 laps.*

If a race is stopped in the interest of safety, by one of the track's race Officials, the race results will be in accordance with the ruling of the Promoter on the day.

All Drivers must use wet tyres for wet conditions. Where there is any doubt as to the conditions, the Committee will deem the race as either 'wet' or 'dry'. In dry conditions only a suitable tyre may be used - any deviation from slick tyres in dry conditions and wet tyres in wet conditions must be by agreement with the Chief Technical Member from the Board of Control available on the day.

Any Driver taking part in a race whose car stops or crashes during the race must leave his / her car as soon as it is safe to do so and no attempt must be made by him / her or any other person to move the car whilst the race is still in progress. If for some reason the Driver is unable to leave the car he / she should signal for assistance by raising his / her hand.

New Drivers will be required to carry out observed laps and before racing must achieve within an estimated 120% of the average lap times. A Board of Control Member or Members will usually carry this out during practice. Licences for new Drivers are issued on a provisional basis only for a period of 12 actively racing months and can be withdrawn at any time during the probationary period.

#### 2.14 *Flag* signals:

GREEN: A race is deemed started when the starter drops the green flag

YELLOW:

The STATIC YELLOW flag i.e. held still is to warn drivers to slow down and use extreme caution possibly as a result of an obstruction on the circuit. Drivers must not overtake in the flag controlled area.

The WAVED YELLOW flag means slow down, do not overtake anywhere on the circuit but continue to circulate and form up in a single file. This flag is normally shown when a driver is stranded in a prone position on the circuit. The race may be stopped.

BLACK: The Black flag shown to a driver indicates that he/she has been disqualified and must retire from the race immediately.

RED: The Red flag indicates that the race is over or has been stopped and all cars must cease racing and come to a stand still.

CHEQUERED: The Chequered flag indicates that a race has been won but all cars are to continue to race until the red flag is shown. *(It is dangerous to stop before the red flags are shown, as other drivers will continue to race)*

BLUE: The Blue flag shown to a driver during a race is to indicate to him/her that he/she is to hold his/her line.

UNION JACK: At some circuits this flag is shown to indicate that the race has reached a certain distance eg. 5 laps or 10 laps or half distance.

WHITE with a BLACK STRIPE or CROSS: This flag indicates that he/she is under observation and may be penalised in the final result.

A WHITE with BLUE CIRCLE or a YELLOW FLAG with a BLACK DIAGONAL STRIPE: is used to indicate there is oil (or debris) on the circuit.

***(Drivers should note that flag rules may vary slightly from circuit to circuit - it is the Driver's responsibility to be aware of the flag meanings at each circuit. The circuit's own Clerk of the Course will have authority during the race)***

#### 2.15 Discipline:

A Driver will be disqualified if he deliberately spins another car, rams or balks another car, if he tries to gain an unfair advantage by cutting across the infield or deliberately fences another car.

A Driver is responsible for the conduct of his crew at a meeting at all times. No Mechanic is allowed on the circuit during a race or at any time while cars are being driven on the circuit. Drivers or Mechanics moving or driving a car in the pit area must do so with extreme caution having regard for the safety of other persons. Any Driver or Mechanic of any Driver, either starting or becoming involved in any fights at a race meeting will result in action being taken by the full Board of Control against the driver.

The Board of Control will refer to the Club Disciplinary Code when considering disciplinary matters. NB. ALL Drivers should refer to **Appendix A** at the rear of these rules for the Disciplinary Code.

Any Driver who takes part in a non-Club event on the same day as a Club racing fixture will be reported to the Board of Control which will decide what action (if any) will be taken against the Driver and if necessary will suspend his/her Membership for a period of time determined by the Board of Control. Any Driver who wishes to take part in such an event must apply to the Committee in writing giving his/her reasons. There is no objection to any Driver taking part in non-Club events when no racing fixture has been arranged for that date. Non-Club event is defined, as a Grand Prix Midget race or races or similar event not sanctioned by the Grand Prix Midget Club.

#### 2.16 Race numbers:

Race numbers will be kept for 3 months from the end of the year of issue. If a Driver has not re-joined the Club at the end of this period his racing number will be deemed vacant and will be available for re-allocation. The Club year is defined 1st January to 31st December. (*'Rejoined' assumes paid*)

Cars taking part in a race must show the number allocated by the Club to the Driver. The displayed number must meet the criteria laid down in the Midget Grand Prix Club Technical Specifications. The background of the fin plate displaying the number must be the correct colour for the grade he/she is in at the time of the race. If this is not complied with then the offending driver will forfeit all points he/she may have gained at that meeting.

#### 2.17 Championship Events: (amended at 2005 AGM)

In order to take part in both the National & British Championship races, the Driver must have attended 60% of all point scoring meetings held during the season leading up to the individual Championship. In the event of an uneven number of race meetings having been held, the higher figure will apply i.e. if 5 meetings have been held the driver must have attended at least three of these. Non-qualifiers will be allowed to start from the back of the grid in graded order.

World & European Championships: The grid will be determined by points accrued by Drivers during heat races (not championship or "trophy" races) at all meetings up to and including the meeting immediately prior to the World or European Championship meeting. The highest point scorer will qualify for pole position with all other driver's points determining their individual position on the World / European Championship grid. A separate championship points table will be maintained to ensure all Drivers are aware of their current World and European qualifying progress during the season. International races will usually be run over 30 laps. No newcomers are allowed to take part if this would be their first race.

The British, National, European and World Championship races will be held as the first race of the meeting, all other championship races will be the last race of the meeting unless requested otherwise by the promoter.

International races carry **double** points for domestic Drivers only towards the Drivers' national points championship; however accompanying races run from graded order are awarded points towards the championship as usual.(See rule 2.11) All races attract one point for starting.

#### 2.18 Time trials/Grid for International events.

**Deleted at AGM, 1 February 2004.**

### 2.19 Member's undertaking

Every entrant/driver undertakes when signing his/her Membership application form that he/she will be bound by the construction and general rules and regulations currently in force and that as a condition of his/her entry into any competition or practice they agree to save harmless and keep indemnified the Midget Grand Prix Club, its promoters and organisers, their respective servant and officials, representatives and agents from all actions, costs and expenses and demands in respect of death or injuries or any other loss howsoever caused and not withstanding that the same may have contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents.

### 2.20 Exemption

The Board of Control has the right to grant an exemption from these Regulations to suit special conditions or enable unusual features to be included in the competition.

### 2.21 Appeals

The Driver has the right of appeal against Board of Control imposed suspensions or penalties. Any other matters pertaining to the management of the racing day, but not covered by the regulations shall be dealt with by the most senior Board of Control members available.

Any Member not happy with the ruling given on the day must put their grievance in writing with full facts to the Club Secretary for consideration at the next Board of Control meeting. (not more than one month after the notification of the ruling). Similarly any appeal against a Board of Control decision must be made in writing not more than one month from the notification of the penalty.

Any Member who refuses to have the engine size checked or is found to have an illegal engine will lose all points that season up to and including the time the discrepancy was determined.

### 2.22 Exclusions

All Rules and Regulations of the Grand Prix Midget Club are designed to allow and promote close racing, with a good safety factor and the minimum discord between Members.

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



DISCIPLINARY CODE

APPENDIX A

The following disciplinary code, approved by the 1996 AGM, can be applied by the Club's serving Board of Control at its discretion, once it is satisfied that an offence is proven. The severity of the discipline is graded in terms of how many times the offence has been committed.

OFFENCE:	PENALTY/PUNISHMENT from time of offence		
	FIRST	SECOND	THIRD
Attempted/Actual physical Assault on the circuit	Year Ban	Life Ban	N/A
Attempted/Actual physical assault in the pits	6 months Ban	Year Ban	Life Ban
Threatened violence	Written warning	1 meeting Ban	2 meeting Ban
Verbal abuse/Unsportsman-like behaviour	Written warning	Final warning	1 meeting Ban
Malicious damage to Member's or Promoter's property	Year Ban	Life Ban	
Deliberate contact on the track	1 meeting Ban	3 meeting Ban	Year Ban
Avoidable contact/deliberate blocking	Written Warning	1 meeting Ban	3 meeting Ban

Member's can appeal against Board of Control decisions but should do so at the earliest opportunity and in any event not more than one month after being advised of the Board of Control decision.