

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 allowing promote close 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.
- 2 Non-driving members

Life membership 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 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 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, Secretary, PR Officer, Treasurer, Fixture Secretary, Grader, Chief Technical Officer and

scrutineers. All officers shall be elected annually. Non driving members can also be elected to make a total of 11. 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 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.

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 scrutinised 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 scrutineers a car, this must be allowed.

2.2 Engine Checks

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.

The first four drivers in both the World and European Championship will be required to have their engines checked, to ensure they comply with Club rules. If a driver refuse to have his/her engine checked, it will be deemed to be illegal. Any driver found to have an illegal engine will loose 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.

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 others 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 stadium.

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 Secretary a minimum of 10 days prior to the meeting.

2.6 Adherence to Technical Specification/ Scrutineering

Drivers of Grand Prix midget cars appearing at a meeting, must ensure their car is in a race worthy condition and the technical Specification is strictly adhered to. Any failure to meet Technical will be noted in the 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, the driver must correct the matter before the next meeting, unless a specific time scale is agreed by the scrutineers or Technical Officer.

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 scrutineers 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, 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 warm up laps and the start grid. Any driver not holding their grid position will be penalised.

New drivers will start at the rear of the grid throughout their first meeting. The exception is for drivers who have previously taken part in short circuit racing. They will have the option to start within their grade or from the rear of the grid after their first race.

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.

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.

A driver can only move up or down one grade at a time. No driver can drop a grade without racing, or at the discretion of the grader.

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. Red grade drivers will still start in front of the gold and silver graded drivers.

Any driver winning two races or a Final at one meeting, will automatically be upgraded at the next meeting. A single venue meeting spread over two days is deemed to be one meeting. Grid revisions made on the first day will hold throughout the second day.

The top four drivers in the National Points Championship will normally be graded red. The National Points leader will be denoted by a silver fin plate and will start at

the rear of the red grade. 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 silver and gold will alternate starting positions, inside and out per race, regardless of race wins.

For the final 6 meetings of the season drivers will start in National Points order (highest at the rear of their grade) in their grades and not in order of averages. With the exception of specially graded races.

The current National Points Champion has the option of using the number 1. with their existing number reserved.

2.10 Points

Points are awarded to the top 12 places in each race as follows

1st 15	2nd 12	3rd 10	4th 9	5th 8	6th 7
7th 6	8th 5	9th 4	10th 3	11th 2	12th 1

One point is awarded for attendance at each meeting, providing their car is practised or raced. This point is not taken into account for averages.

One point is awarded for each race started. This point is not taken into account for averages.

In the event of a race being stopped, 50% of the race must have been completed for full points to be awarded.

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 a clutch start. Waved yellow re-starts are usually single file rolling starts.

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. Warm up laps are at the discretion of the promoters.

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

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, must leave their car as soon as it is safe to do so. No attempt must be made by them or any other person to move the car whilst the race is in progress. If for some reason the driver is unable to leave their car (due to injury) they should signal for assistance by showing a thumbs down.

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 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.

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: Indicates a driver is being lapped and must hold their line.

UNION JACK: Indicates the race has reached half distance.

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

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.

2.14 Race Numbers

Race numbers are issued by Incarace/Spedeworth.

Cars taking part in a race must show their race number as defined by The Technical Specification. Either a stripe or the background of the fin plate displaying the race number must be the correct colour for their grade at the time of the race.

2.15 Championship Events

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

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 closed grid with a 2 car gap between each row, non-qualified cars will start 4 car lengths behind the last row of qualified cars and will also be in graded order with a 2 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.

2.19 Excusions

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.