



**VICTORIAN GRAND PRIX
MIDGET RACING
ASSOCIATION INC.**

**RULES - LOG BOOK
&
AUSTRALIAN GP MIDGET
SPECIFICATIONS
2019**

VICTORIAN GRAND PRIX MIDGET RACING ASSOCIATION INC.
RULE BOOK
INDEX
RACING RULES AND REGULATIONS

| | Page |
|-------------------------------------------------|-------------|
| 1. OPERATIVE DATE | 3 |
| 2. VARIATIONS OR DEVIATION FROM THESE RULES | 3 |
| 3. RULES AND REGULATIONS. | 3 |
| 4. QUALIFICATION. | 3 |
| 5. SUPPLEMENTARY REGULATIONS. | 3 |
| 6. SCRUTINEER/TECHNICAL OFFICER DUTIES | 3 |
| 7. INDEMNIFICATION OF SCRUTINEERS AND OFFICIALS | 3 |
| 8. DRIVERS REPRESENTATIVE | 3 |
| 9. LICENCES | 4 |
| 10. DRIVERS | 4 |
| 11. ALL NEW DRIVERS TO CLASS | 4 |
| 12. ABSENTEES AND DRIVERS NOT RACING | 4 |
| 13. WITHDRAWAL OF A DRIVER | 4 |
| 14. STARTING PROCEDURES | 4 |
| 15. COMPETING VEHICLES | 4 |
| 16. SUBSTITUTION OF A VEHICLE (IN ANY EVENT) | 4 |
| 17. NOMINATIONS | 4 |
| 18. POINTSCORE SYSTEM/GRID DRAWS. | 5 |
| 19. PRIZE MONEY. | 5 |
| 20. VICTORIAN/AUSTRALIAN TITLE | 5 |
| 21. RACE MEETINGS. | 6 |
| 22. TROPHIES. | 6 |
| 23. GENERAL BEHAVIOUR | 6 |
| 24. PENALTIES | 7 |
| 25. (Appendix A.) | 8 |

VICTORIAN GRAND PRIX MIDGET RACING ASSOCIATION (VGPMRA)

RACING RULES AND REGULATIONS

1. OPERATIVE DATE

- a) These rules, regulations and specifications become effective immediately. *(Dated 1st July 2019)*
- b) They update all previous rules, regulations and specification of the Victorian Grand Prix Midget Association
(Note these will be locked in for the next 5 years.)

2. VARIATIONS OR DEVIATION FROM THESE RULES

- a) The Committee shall be empowered to permit or direct any minor variation from any of these rules, or to impose any further restrictions that in their opinion do not compromise safety nor alter the minimum acceptable standards
- b) All other rules outside these rules and that Victorian and Australian Grand Prix Midget Constitutions shall be those of the Speedway Australia and its Racing Rules and Regulations. All decisions made by the VGPMRA committee are final. If it's not in these specified rules, it is **Not Allowed**.

3. RULES AND REGULATIONS.

Every member of the Association shall be deemed to be aquatinted with these Racing Rules. These rules apply to all Grand Prix Midget racing events conducted by the VGPMRA or Affiliated clubs. These rules and regulations govern any given matter arising between drivers, owners, mechanics, officials and members.

4. QUALIFICATION.

Any person who participates in, or officiates at any meeting, shall be a financial member of VGPMRA.

5. SUPPLEMENTARY REGULATIONS.

- a) The committee may issue supplementary regulations having for their objective special details of a competition or a series of competitions.
- b) Supplementary Regulations apply any time before, during or after a race meeting and are not subject to appeal.

6. SCRUTINEER/TECHNICAL OFFICER DUTIES

- a) To satisfy him/herself that each car carries the correct registered number in accordance with these regulations.
- c) To satisfy him/herself before the commencement of each race, competition or practice, that all vehicles conform to the required specifications and are in proper condition to be driven.
- d) To exclude from competing, any vehicle which may be considered, or may become a source of danger to the driver or other competitors, and shall have a particular regard to public safety.
- e) If in his/her opinion, any vehicle is deemed not to be in compliance with these regulations it shall be noted in the logbook, he/she may exclude such vehicles or nominate a time wherein such necessary repairs and/or adjustments must be effected prior to registration.
- f) To complete a report of his/her inspection in writing and hand one copy to the owner or driver of the vehicle, and the second copy shall remain the property of the Technical Committee. The owner or driver shall sign the report.
- g) To inspect a vehicle that has been involved in an accident to ensure that it is race worthy before it takes part in a re-run or another event.
- h) To exclude from competing any vehicle, which has not been adjusted and/or repaired in accordance with, and in the time, specified by a previous safety certificate?
- i) Any breach of safety requirement will result in immediately exclusion from racing.

7. INDEMNIFICATION OF SCRUTINEERS AND OFFICIALS

- a) The safety standard of any race car, equipment or apparel is a joint responsibility of the car Owner and Driver. Any safety check carried out by a VGPMRA Scrutineer or Official does not guarantee that the race car is without fault and does not absolve the owner and driver of this joint responsibility.
- b) The safety check does not impose any level of liability whatsoever upon the official and no expressed or implied warranty of safety shall result from any safety check carried out by any official.
- c) By agreeing to have a race car scrutineered, both the race car owner and driver are deemed to have indemnified the official against any prosecution, claim, or action for any death, injury, loss or damage arising from any alleged breach of race car safety.

8. DRIVERS REPRESENTATIVE

- a) The Drivers Representative must be accessible to the drivers for the duration of the meeting and to assist them without bias or favour. They are required to attend the drivers meeting/briefing and also to liaise between the promoter and race meeting officials on all matters that have an effect on drivers.
- b) The Drivers Representative must be financial of the club and should be conversant with the racing rule and regulations and be able to advise drivers on the best method of dealing with matter arising from the conduct of the race meeting.

9. LICENCES

All licences to be issue by Speedway Australia. Refer to Speedway Australia Race Rules and Regulations - Hand book

10. DRIVERS

- a) A driver shall not take part in a meeting under these regulations until he has been licensed and paid his affiliation fees with the VGPMRA, and his/her application for such a licence shall be deemed to be acknowledged of his/her submission to these regulations. Must have a current Speedway Australia 'A' licence.
- b) All drivers shall show proof of membership to some approved Accident Benefit Association, prior to being issued with their driver's licence.
- c) It is the drivers' responsibility to make sure that his car is examined prior to competing at each race meeting.
- d) Drivers will not race at any race or practise meeting unless sanctioned by the club.
- e) All drivers must attend drivers briefing as per Speedway Australian Rules.

11. ALL NEW DRIVERS TO CLASS

Initially a new driver to the class shall be classified as a First Year or Rookie Driver and shall be required to start from the rear of the field for a minimum 3 race meeting or until the Committee acknowledges his ability and authorises him to be eligible for the draw. Minimum age for driver is 16 years.

12. ABSENTEES AND DRIVERS NOT RACING

Any drivers having undertaken to drive at a meeting and who fails to present himself at a start, or who refuses to start, or who having started does not make a bonefide attempt to win the race, shall be excluded or otherwise dealt with by the Committee for conduct prejudicial to the sport.

13. WITHDRAWAL OF A DRIVER

Any promoter or agent withdrawing or attempting to withdraw any driver from a race, or any driver refusing to race at a meeting or in a particular race without proper or just reason being furnished to the Committee, shall be dealt with accordingly.

14. STARTING PROCEDURES

If the car drops out before the race leaves the pit enclosure, the rest of the field is to move up one grid position, for example, 3rd moves over to 2nd, and so on. On the track just fill in the hole, e.g. 4th moves to 2nd. Etc.

15. COMPETING VEHICLES

All vehicles competing in events organised by the VGPMRA must comply with the Australian/Victorian vehicle specifications. Any race vehicle that does not conform to these regulations/specifications will be required to be bought into line. The scrutineer has the right to set a time for this work to be done, after which the vehicle in question may not be allowed to compete.

16. SUBSTITUTION OF A VEHICLE (IN ANY EVENT)

- a) A substitute Race Car may be used during a Race Meeting by a nominated Driver provided that:
- b) The substitute Race Car has been nominated for that Event;
- c) If the substitution occurs before the Event has begun, the Race Car starts from the Driver's original drawn position in the heats;
- d) If the substitution occurs after the Event has begun, the substitute Race Car starts from the rear of the field in its remaining Heat Races;
- e) If the substitution occurs after all the heats have been run, the substitute Race Car starts rear of the field in the final Race, providing that the Race Car has competed in at least one previous heat;
- f) The Chief Steward must be notified and given permission for the substitution;
- g) Points will be allocated to the Driver.

17. NOMINATIONS

- a) Any driver or owner wishing to compete at a race meeting MUST nominate with the Club Race Secretary. Nominations will close at 6pm on the Friday a week prior to the race meeting. Unless stated differently in supplementary regulation (eg. Vic Title etc.) *Note:* - Nomination can be made by phone, text message, in person or on a nomination form.
- b) Drivers must notify scratching to the Club Race Secretary. Any driver notifying his/her scratching within 48 hrs of the scheduled commencement of the meeting MUST state the reason for non-attendance. Any driver failing to notify his/her scratching will be fined \$100 by the VGPMRA.
- c) Any driver/owner who nomination late or fails to nominate will be allowed to compete at a race meeting but they must start rear of field in all races including the final. This also applies to interstate drivers **except** when their race meeting schedule for the same night is cancelled.

- d) All cars or drivers/owners must be in the pit area at least ONE HOUR before the advertised start time to be in the draw. If a driver elects to start rear of field they must start rear of the field in all heats including the final. **Exception:** - Only where a driver elects to start off the rear in a single heat for a safety reason. This must be approved by club's scrutineer or drivers rep. NO EXCUSE will be accepted for being late to any race meeting.
- e) **Note:** - All nominations and scratching must go directly to club secretary and not through a third party.

18. POINTSCORE SYSTEM/GRID DRAWS.

The point scoring system will follow the guidelines as laid out below:

| | | | |
|-------------------------------------------------|-----------------------------|-----------------------------|-----------------------------|
| 1 st - 20 points | 2 nd - 15 points | 3 rd - 12 points | 4 th - 10 points |
| 5 th - 9 points | 6 th - 8 points | 7 th - 7 points | 8 th - 6 points |
| 9 th - 5 points | 10 th - 4 points | 11 th - 3 points | 12 th - 2 points |
| 13 th & all other finishers 1 points | | DNF - 0 points | DNS - 0 points |

The system for drawing the heats and final are as follows:

- a) If two heats and a final, heat 1 draw, heat 2 reverse grid.
- b) Even amount of heats, e.g. 2, 4, 6, heats etc the draw system will continue the same as for a 2 heats draw.
- c) If three heat and a final each car will front, middle and rear position as per the club pro-forma for 3 heats.
- d) If more than 12 cars completing the club may elect to run 4 heats with all drivers competing in 3 of them.
- e) All finals will be reverse grid with highest point scorers off the rear or if there are more than 10 cars in a final then top ten cars will be reversed unless it's a blue ribbon/title event or otherwise specified prior to start of the event.

19. PRIZE MONEY.

The following is the way that all prize money will be split for race meetings unless special supplementary regulations are issued.

Brake down of prize money Australian Title

| Vic Title | Total | 1st | 2nd | 3rd | 4th | 5th |
|-----------|-------|-----|-----|-----|-----|-----|
| Final | 100% | 40% | 25% | 20% | 10% | 5% |

Brake down of prize money Victorian Title

| Vic Title | Total | 1st | 2nd | 3rd | 4th |
|-----------|-------|-----|-----|-----|-----|
| Final | 100% | 40% | 30% | 20% | 10% |

20. VICTORIAN/AUSTRALIAN TITLE

- a) Minimum number of cars to constitute title (8 cars Victorian Title /10 cars Australian Title). Must be nominated and paid their nomination fee by the closing date for entries.
- b) Nomination fee to \$150 with \$50 returned to the driver on passing scrutineering.
- c) Australian Title prize money to be a minimum of \$2000 for all fields of 15cars and over, and for fewer cars than 15 cars \$1500. If a club wishes to add extra prize bonus outside the min prize money pool but must notify driver prior to the start of event. If any state that cannot obtain enough cars or prize money for event. Then the Title should be passed on to another state. If that state can't meet the criteria the event should be not run that year.
- d) All cars will run against each other (where possible) as per draw, with each car competing in 3 heats (unless stated differently in supplementary regulation or through negotiation with promoter.)
- e) The draw for heats as **Appendix A**. Conducted at the racetrack the hosting club (unless stated differently in supplementary regulation and agreed by both states).
- f) Heats will be 10 laps & final 20 laps (unless stated differently in supplementary regulation or through negotiation with promoter prior to the start heats or final.)
- g) Final will be the top 20-point scorers, plus the current Victorian/Australian Champion and one other selected by the promoter or the hosting club.
- h) Points are as per VGPMRA rule 20. If a tie occurs in the points, drivers will draw for positions.
- i) Drivers must compete at 3 race meetings in own state within the 12month period prior to the state/Australian titles. If they haven't they may be granted permission by writing to the organising committee asking for exemption. If granted they MUST start at the rear of the field in all heats and assume his/her accrued point's position in the final. The driver must abide to the committee decision. **THIS IS NOT NEGOTIABLE.**
- j) In the event of 3 meeting being unavailable prior to the Australian title. The host committee reserve the right to review driver eligibility. All cases will be dealt with individually.
- k) All new drivers must start rear field in heats and finals.

- l) All unproven cars must be proven to committee satisfaction prior starting in the heats. (Unproven car)- Is a car that hasn't been raced in the current season?
- m) All Victorian/ Australian titles should have rainout date. In the event that the Victorian/ Australian Title is cancelled for any reason and a suitable race date cannot be found, the Title will be run at the first meeting of the following season.

21. RACE MEETINGS.

- a) The Victorian Club Championship will be called the Master Series. Only Victorian full financial members & registered cars will be eligible to score points in the series.
- b) Minimum prize/tow money per car for all Master Series rounds will be set at start of season each.
- c) All major events to have a rain date where possible, except Master Series rounds.
- d) Where possible a minimum of two weeks between Master Series rounds.
- e) Minimum of 6 cars nominated to constitute a round of the Master Series.
- f) Number of rounds in Master Series should be a minimum of 8 (but to set at the start of the season). If a round is lost because of any reason it will not be replaced.
- g) Club Champion will be decided on the point's leader at the end of the season.
- h) If a Master Series round is cancelled within 12 hour of the start time, all drivers nominated will receive 20 championship points
- i) Criteria for the Victorian Title (see rule 20)
- j) The club may designate certain race meeting as Blue Ribbon Events (eg: - Avalon round)

22. TROPHIES.

The offer of seasonal trophies by a firm, club or persons shall be acknowledged in writing and it shall be the responsibility of VGPMRA or appropriate club to acquire such trophies when required for. A record shall be kept of all seasonal trophies offered, and trophies winners will be decided in accordance with the point's allocation schedule or by the following criteria:

- a) **Club Championship** – (Masters Series):-
1st, 2nd, 3rd, 4th, 5th & 6th. Highest point scorer over the nominated rounds.
- b) **Best New Driver.**
Awarded by the committee to whom they believed was Best New Driver of the season. It includes any new driver who didn't compete at more than three race meetings the previous year & hasn't raced for 5 years.
- c) **Best Presented Car & Crew**
To be selected at all race meetings by the Club or racetrack hosting the race meeting. A card will be placed in an envelope and signed by the designated person who is voting, to be opened at season's end. The car receiving the most points at the end of the season will be the declared the winner.(3,2,1 pointscore to be used.)
- d) **Most Improved Driver**
Award to the driver who the committee believes is the most improved driver for that season. (All drivers eligible)
- e) **Clubman Award (Rod Quarrell Perpetual Trophy)**
Award to the person who the committee believes has performed outstanding service for the club and the sport.
- f) **President Award**
Award given annual by the president for services to club.

23. GENERAL BEHAVIOUR (See 'Rule of Conduct' inside the back cover.)

- The driver is responsible for the conduct and appearance of their pit crew. Any breach of these regulations will bring penalties in line with the committee of the VGPMRA or Speedway Australia Rule Book.
 - All Drivers, car owners, pit crew and officials will conduct themselves in a professional and sportsmanlike manner at all times. This is particularly important when in the presence of members of the public. The courtesy expected to be shown to officials by competitors must be reciprocated by courteous and professional conduct being shown to competitors by officials.
- a) **Disputes/Incident at Race Meeting.**
No driver, pit crew, club official or member should approach any Steward or Official regard any dispute or incident that has or is like to occur. If you have concern about any matter you must first speak with the clubs driver's representative, who will takes it up with the Steward, Official or Track whichever is most appropriate.
 - b) **Contacting Any Controlling Bodies/Tracks,/Other Clubs/Associations**
No Drivers or members should contact any Controlling Bodies e.g. (Speedway Australia or VSC), Tracks or Other Clubs/Associations unless it is for personal reason. If it relates to VGPMRA or GP Midget racing in general, then all contacts should be via the club's Secretary, President or Vice President.
 - c) **Misconduct**
Misconduct is defined as any action or behaviour which will bring, or has the potential to bring the sport of speedway racing or the activities of the host club into disrepute. Misconduct under clause (20.c) includes but is not limited to assault, intoxication and the breach of the rules, regulations and policies of VGPRMA or Speedway Australia, or its members and conduct unbecoming to the sport of speedway.

d) **Social Media Policy**

- I. The VGPMRA takes its responsibility seriously in providing robust policy and guidelines for its members in relation to what is deemed acceptable and appropriate online behaviours. VGPMRA encourages participation in online social media in a positive and constructive manner only. The Club name and logo must not be used in any way which would result in a negative impact for the club and its members.
- II. Members of the VGPMRA have a responsibility to ensure that all online communications and Social networking (Twitter, face book, texting, etc.) are in keeping with the clubs expectations in relation to appropriate and respectful interactions with club members, club officials, track officials, tracks, media, spectators and sponsors. The accessible nature of the internet however can lend itself to the postings of threatening and derogatory material in the heat of the moment. Abuse, bad language and threats towards club committee members, promoters, officials, drivers and their crews and family will not be tolerated.
- III. Remember, it is a family sport and comments via Face book and Twitter are visible to people of all ages. Once your thoughts and comments are published to the internet, they are visible to the world and they ear permanent. Please use your best judgement when commenting.

24. PENALTIES

Any breaches of the above policies will be investigated fully by the committee and may result in penalties deemed fit by the committee including but not limited to loss of championship points, monetary fines and suspension.



FOR ALL YOUR
MOTORCYCLE
PERFORMANCE PARTS-
FROM STREET TO STRIP

PERFORMANCE PARTS
BALLISTIC

ROB CASSAR
PH: 0402 145 357
sales@ballisticperformanceparts.com

www.ballisticperformanceparts.com



Automotive
SUPER BALANCE
Dynamic Balancing Service
03 5821 7443

| 6 CARS | | | | | |
|--------|---|--------|---|--------|---|
| HEAT 1 | | HEAT 2 | | HEAT 3 | |
| 1 | 2 | 4 | 5 | 6 | 3 |
| 3 | 4 | 6 | 1 | 5 | 2 |
| 5 | 6 | 2 | 3 | 4 | 1 |

| 7 CARS | | | | | |
|--------|---|--------|---|--------|---|
| HEAT 1 | | HEAT 2 | | HEAT 3 | |
| 1 | 2 | 5 | 6 | 4 | 7 |
| 3 | 4 | 7 | 1 | 3 | 6 |
| 5 | 6 | 2 | 3 | 2 | 5 |
| 7 | | 4 | | 1 | |

| 8 CARS | | | | | |
|--------|---|--------|---|--------|---|
| HEAT 1 | | HEAT 2 | | HEAT 3 | |
| 1 | 2 | 5 | 6 | 8 | 4 |
| 3 | 4 | 7 | 8 | 7 | 3 |
| 5 | 6 | 1 | 2 | 6 | 2 |
| 7 | 8 | 3 | 4 | 5 | 1 |

| 9 CARS | | | | | |
|--------|---|--------|---|--------|---|
| HEAT 1 | | HEAT 2 | | HEAT 3 | |
| 1 | 2 | 6 | 7 | 5 | 9 |
| 3 | 4 | 8 | 9 | 4 | 8 |
| 5 | 6 | 1 | 2 | 3 | 7 |
| 7 | 8 | 3 | 4 | 2 | 6 |
| 9 | | 5 | | 1 | |

| 10 CARS | | | | | |
|---------|----|--------|---|--------|---|
| HEAT 1 | | HEAT 2 | | HEAT 3 | |
| 1 | 2 | 6 | 7 | 10 | 5 |
| 3 | 4 | 8 | 9 | 9 | 4 |
| 5 | 6 | 10 | 1 | 8 | 3 |
| 7 | 8 | 2 | 3 | 7 | 2 |
| 9 | 10 | 4 | 5 | 6 | 1 |

| 11 CARS | | | | | |
|---------|----|--------|----|--------|---|
| HEAT 1 | | HEAT 2 | | HEAT 3 | |
| 1 | 2 | 6 | 7 | 11 | 5 |
| 3 | 4 | 8 | 9 | 10 | 4 |
| 5 | 6 | 10 | 11 | 9 | 3 |
| 7 | 8 | 1 | 2 | 8 | 2 |
| 9 | 10 | 3 | 4 | 7 | 1 |
| 11 | | 5 | | 6 | |

DRAW FOR 3 HEATS

12 CARS

| HEAT 1 | |
|--------|----|
| 1 | 2 |
| 3 | 4 |
| 5 | 6 |
| 7 | 8 |
| 9 | 10 |
| 11 | 12 |

| HEAT 2 | |
|--------|----|
| 7 | 8 |
| 9 | 10 |
| 11 | 12 |
| 1 | 2 |
| 3 | 4 |
| 5 | 6 |

| HEAT 3 | |
|--------|---|
| 12 | 6 |
| 11 | 5 |
| 10 | 4 |
| 9 | 3 |
| 8 | 2 |
| 7 | 1 |

13 CARS

| HEAT 1 | |
|--------|----|
| 1 | 2 |
| 3 | 4 |
| 5 | 6 |
| 7 | 8 |
| 9 | 10 |
| 11 | 12 |
| 13 | |

| HEAT 2 | |
|--------|----|
| 7 | 8 |
| 9 | 10 |
| 11 | 12 |
| 13 | 1 |
| 2 | 3 |
| 4 | 5 |
| 6 | |

| HEAT 3 | |
|--------|---|
| 13 | 6 |
| 12 | 5 |
| 11 | 4 |
| 10 | 3 |
| 9 | 2 |
| 8 | 1 |
| 7 | |

14 CARS

| HEAT 1 | |
|--------|----|
| 1 | 2 |
| 3 | 4 |
| 5 | 6 |
| 7 | 8 |
| 9 | 10 |
| 11 | 12 |
| 13 | 14 |

| HEAT 2 | |
|--------|----|
| 8 | 9 |
| 10 | 11 |
| 12 | 13 |
| 14 | 1 |
| 2 | 3 |
| 4 | 5 |
| 6 | 7 |

| HEAT 3 | |
|--------|---|
| 14 | 7 |
| 13 | 6 |
| 12 | 5 |
| 11 | 4 |
| 10 | 3 |
| 9 | 2 |
| 8 | 1 |

15 CARS

| HEAT 1 | |
|--------|----|
| 1 | 2 |
| 3 | 4 |
| 5 | 6 |
| 7 | 8 |
| 9 | 10 |
| 11 | 12 |
| 13 | 14 |
| 15 | |

| HEAT 2 | |
|--------|----|
| 8 | 9 |
| 10 | 11 |
| 12 | 13 |
| 14 | 15 |
| 1 | 2 |
| 3 | 4 |
| 5 | 6 |
| 7 | |

| HEAT 3 | |
|--------|---|
| 15 | 7 |
| 14 | 6 |
| 13 | 5 |
| 12 | 4 |
| 11 | 3 |
| 10 | 2 |
| 9 | 1 |
| 8 | |

DRAW FOR 3 HEATS OUT 4

11 CAR DRAW

| HEAT 1 | | HEAT 2 | | HEAT 3 | | HEAT 4 | |
|--------|---|--------|----|--------|----|--------|----|
| 1 | 2 | 11 | 10 | 6 | 5 | 9 | 7 |
| 3 | 4 | 8 | 9 | 3 | 4 | 8 | 10 |
| 5 | 6 | 1 | 4 | 7 | 2 | 2 | 11 |
| 7 | 8 | 6 | 3 | 11 | 10 | 5 | 1 |
| 9 | | | | | | | |

12 CAR DRAW

| HEAT 1 | | HEAT 2 | | HEAT 3 | | HEAT 4 | |
|--------|---|--------|----|--------|----|--------|----|
| 1 | 2 | 9 | 8 | 10 | 11 | 5 | 6 |
| 3 | 4 | 7 | 12 | 12 | 8 | 4 | 3 |
| 5 | 6 | 10 | 11 | 9 | 7 | 1 | 2 |
| 7 | 8 | 6 | 4 | 2 | 3 | 11 | 12 |
| 9 | | 5 | | 1 | | 10 | |

13 CAR DRAW

| HEAT 1 | | HEAT 2 | | HEAT 3 | | HEAT 4 | |
|--------|----|--------|----|--------|----|--------|----|
| 1 | 2 | 10 | 8 | 11 | 12 | 5 | 6 |
| 3 | 4 | 7 | 9 | 13 | 9 | 4 | 3 |
| 5 | 6 | 13 | 11 | 10 | 8 | 1 | 2 |
| 7 | 8 | 12 | 6 | 7 | 2 | 12 | 13 |
| 9 | 10 | 4 | 5 | 3 | 1 | 11 | |

14 CAR DRAW

| HEAT 1 | | HEAT 2 | | HEAT 3 | | HEAT 4 | |
|--------|----|--------|----|--------|----|--------|----|
| 1 | 2 | 12 | 7 | 12 | 13 | 11 | 5 |
| 3 | 4 | 14 | 9 | 14 | 10 | 10 | 4 |
| 5 | 6 | 11 | 12 | 9 | 8 | 3 | 14 |
| 7 | 8 | 2 | 14 | 2 | 7 | 1 | 13 |
| 9 | 10 | 4 | 5 | 3 | 1 | 2 | 12 |
| 11 | | | | 6 | | | |

15 CAR DRAW

| HEAT 1 | | HEAT 2 | | HEAT 3 | | HEAT 4 | |
|--------|----|--------|----|--------|----|--------|----|
| 1 | 2 | 7 | 15 | 13 | 8 | 12 | 11 |
| 3 | 4 | 14 | 4 | 6 | 5 | 9 | 10 |
| 5 | 6 | 10 | 12 | 11 | 14 | 2 | 13 |
| 7 | 8 | 9 | 8 | 1 | 15 | 3 | 15 |
| 9 | 10 | 6 | 5 | 3 | 4 | 14 | 7 |
| 11 | 12 | 13 | | 2 | | 1 | |

2019-24

AUSTRALIAN GRAND PRIX MIDGET SPECIFICATIONS



NSW & Victorian GP Midget
Racing Association Inc.
1/7/2019

SPECIFICATION FOR AUSTRALIAN GRAND PRIX MIDGETS.

INDEX

| | Page |
|-----------------------------------------------------------------------------------|-------------|
| 1. GENERAL DIMENSIONS. | 13 |
| 2. ENGINE | 13 |
| 3. TRANSMISSION/DRIVE | 13 |
| 4. STEERING AND SUSPENSION. | 14 |
| 5. BRAKES. | 14 |
| 6. ACCELERATOR. | 14 |
| 7. IGNITION. | 14 |
| 8. FUEL SYSTEMS. | 14 |
| 9. OIL SYSTEM. | 14 |
| 10. BODY. | 14 |
| 11. WINGS. | 14 |
| 12. CHASSIS & ROLL CAGE SPECIFICATIONS (for all new built chassis from 31/7/2019) | 15 |
| 13. WELDING | 15 |
| 14. CHASSIS. | 15 |
| 15. ROLL CAGES | 15 |
| 16. NERFING BARS. | 16 |
| 17. BUMPER BARS. | 16 |
| 18. EXHAUST PIPES. | 16 |
| 19. MUFFLERS. | 16 |
| 20. NUMBERS. | 16 |
| 21. INSPECTION. | 16 |
| 22. LOG BOOKS. | 17 |
| 23. GENERAL. | 17 |
| 24. SAFETY HARNESS. | 17 |
| 25. SAFETY EQUIPMENT AND PROTECTIVE CLOTHING | 17 |
| 26. ROLL CAGE NETS | 17 |
| 27. ONE WAY COMMUNICATORS | 17 |
| 28. FIRE EXTINGUISHERS. | 17 |
| 29. (CHASSIS DIAGRAM) <i>Two Rail Frame</i> | 18 |
| 30. (CHASSIS DIAGRAM) <i>Four Rail Frame</i> | 18 |
| 31. RULES OF CONDUCT | 19 |

THESE SPECIFICATION UPDATE ALL PREVIOUS
AUSTRALIAN GRAND PRIX MIDGET ASSOCIATION
SPECIFICATION FOR GRAND PRIX MIDGETS.
(Note these are locked in for the next 5 years.)

These Specifications cover the design and dimensions of the vehicles to be known and raced as Grand Prix Midgets under the control of the Australian Grand Prix Midget Racing Association, which were approved at the Annual General Meeting of the 27th of February, 1983 to be effective from the 1st January 1985 and incorporating amendments approved up to A.G.M. of 2002. Re-amended 31st July 2019 and now updated following Victorian A.G.M. on 22/6/2019 & NSW A.G.M on 6/7/2019

Note:-

The safety standard of any Race Car, Equipment or Apparel, is a joint responsibility of the Car Owner and Driver. Any safety check carried out by a VGPMRA. Scrutineer does not guarantee that the Race Car is without fault and does not absolve the Owner and Driver of this joint responsibility.

Definition of **GRAND PRIX MIDGET:-** A land vehicle propelled by its own means running on four wheels, not in line, which must normally be in contact with the ground and of which the front two must effect the steering and the rear two the propulsion and limited in engine as specified in these specifications. The engine is to be located in the rear of the vehicle behind the driver. The vehicle is to be of open wheeler design (e.g. Formula One style.)

1. GENERAL DIMENSIONS.

a) **Wheel Base:**

To be measured from centre of axle to centre at stub axle height.

Maximum: 2000mm

Minimum: 1475mm

a) **Track:**

To be measured from centre of tyre at axle height.

Maximum: 1325mm

Minimum: 965mm

b) **Overall Length:**

Of the vehicle will not exceed 3350mm (11 ft).

c) **Wheels:**

Maximum rim width 280mm. Wheel size 13inch.

d) **Tyres:**

No restriction to pattern. Maximum tyre size to be 82cm Hoosier or 26inch American Racer tyres. Any other tyre manufacturer must fall within these guidelines for maximum tyre circumference.

e) **Total Weight:**

Maximum net weight with maximum oil and fuel load shall not exceed 480 kgs. Minimum net limit will be 320kgs.

2. ENGINE

a) **Motorcycle Engines: (Only to be used.)**

Maximum capacity - 1200cc + 2% (1224cc).

Minimum capacity - 640cc.

b) **Super or Turbo Charging:**

Maximum capacity of 750cc + 5% of reciprocating piston engine to be determined by swept cylinder volume multiplied by the number of cylinders.

3. TRANSMISSION/DRIVE

a) **Final Drive: -**

May be chain, shaft or belt driven. All exposed chains must be fitted with a protective shield.

b) **Clutch: -**

Each car must be equipped with a clutch, which positively disengages the engine from the final drive. The clutch must be of type, which permits the car to compete in standing start events. And may be foot or hand operated.

c) **Gearbox:**

All cars must be equipped with a gearbox which is hand operated through a lever and rod. No foot operated gearboxes allowed. The gearbox must have neutral position, which enables the car to be pushed whilst the clutch is not engaged. The gear lever must be constructed in such a manner as not to be a danger to the driver

4. STEERING AND SUSPENSION.

- a) Steering gear must be securely mounted. Steering wheel play must be to a minimum. A flexible steel or aluminium alloy steering wheel must be incorporated-plastic-coated wheel must have a steel cross member and full circle outer ring under the plastic coating. Rigid or wired spoke wheels not permitted. All steering wheels must be circular, semi-circular or elliptical with continuous outer rim.
- b) Steering boxes are optional.
- c) Steering boxes must be sealed to prevent foreign matter from entry to mechanism.
- d) Steering wheel flange must be welded, splined, keyed or bossed to steering shaft. Wheel must be bolted or riveted by approved manufacturer.
- e) Steering shaft minimum size to be 20mm x 1.6mm seamless cold drawn tube or 13mm solid steel.
- f) Steering rack to be bottom or overhead mounted only.
- g) All G.P. Midgets to be fitted with a quick release steering wheel.

5. BRAKES.

Cars must be fitted with one or more hydraulic breaking system in good working order, foot operated and to be operating on all a minimum of three wheels. Any vehicle employing a cast iron disc brake must incorporate a shield capable of preventing shattered disc brake material from being thrown into the path of the following car.

6. ACCELERATOR.

Must be foot operated and have positive acting return spring attached directly to the carburettor or fuel injection linkage. The spring fitted inside the carburettors will not be acceptable as a substitute for the above. A positive stop or override prevention must be used to prevent linkage from passing over centre and sticking in the open position. A pedal return spring must be attached.

7. IGNITION.

Self-starters must be fitted to all G.P. Midgets, and capable of starting the engine. If found not to be working at a race meeting. Driver/Owner will have 2 meeting to fix it. Each car must have an ignition switch or magneto cut off switch in good working order located on the left hand side of the cockpit, within easy reach of the driver in an un-obstructed position. ON - OFF. Instructions to be written on the outside of the bodywork within close proximity to the switch. (E.g. SWITCH INSIDE PUSH OFF.) This switch must cut off all fuel pumps and ignition. (Switch must not be between steering wheel and front of car.)

8. FUEL SYSTEMS.

- a) All fuel lines must be suitable for methanol, rigid lines not allowed. Fuel Tap Optional
- b) Fuel tanks must be securely mounted to the chassis.
- c) Fuel tanks must be isolated from the driver, battery and all electrical components.
- d) Fuel tanks must be fitted with lock type or screw cap. The breather or cap must be constructed in such a manner so as to stop fuel escaping in the event of a collision or rollover.
- e) No soft solder allowed on fuel tanks, fuel lines or fittings.
- f) Only methanol fuel permitted.

9. OIL SYSTEM.

- a) All oil lines must be Aust Body approved high quality material.
- b) All oil lines must be secured with quality fittings and clamps.
- c) All oil tanks, coolers and filters to be securely mounted to the satisfaction of scrutineers.

10. BODY.

- a) All cars must be fitted with a sturdy cowl and nosepiece extending to the rear of the driver's seat, allowing easy access for the driver. Tail or rear body section over the motor mechanism is optional. The body should be of neat appearance and kept in good order. Cockpit to be free of all sharp edges. Fibreglass or aluminium to be utilised in body construction.
- b) All cars must have an external under pan or tray turned up at the front or internal floor pan, made of steel or aluminium alloy, extending from the front bulkhead to the rear firewall. Minimum thickness where aluminium alloy is fitted 1.6mm and steel 1.2mm. Must be securely fastened (if pop rivets are used must be min 5mm size).
- c) Front and rear bulkheads must be a minimum 3mm steel or aluminium in front of driver's feet and behind seat.
- d) Internal cockpit skins are recommended.

11. WINGS.

- a) **Rear Wing:** - The aerofoils, no higher than the highest point of the roll cage. No further rearward than the rearmost point of the car and not to exceed past the outside of the rear tyre. The wing height to be a maximum of 1500mm measured from the ground to the top of the side. The side plates of the aerofoil are to be no more than a maximum of 300mm above the highest point of the roll cage. The side plate to be no bigger in area than 0.8 square metres and that the side plate must not protrude any further forward than the rear arch of the roll cage.

- b) **Front Wings:** Not to exceed height of top wishbone pick up point on front chassis or the height of the front tyre, whichever is the highest and not to extend past approx. centre of tyre, and must be secured by safety chains or similar restraints.
- c) **Wing Tabs:** Not to exceed 20% of aerofoil area and must be separated from the main aerofoil.

12. CHASSIS & ROLL CAGE SPECIFICATIONS (for all new built chassis from 1/7/2019)

All New Frames to be made from round tube only.

| NOTE:-All metal sizes below are minimum tube sizes | | |
|-----------------------------------------------------------|------------------------------------|-----------------------------------|
| | Mild Steel | Chromoly |
| Frame & Cage Tubing | 1 ¼ " (31.75mm) x 0.125" (3.175mm) | 1 ¼ " (31.75mm) x 0.095" (2.41mm) |
| Bottom Rail | 1 ¼ " (31.75mm) x 0.095" (2.41mm) | 1 ¼ " (31.75mm) x 0.083" (2.1mm) |
| Frame, Cage Bracing & Torsion Bar Bracing | 1 ¼ " (31.75mm) x 0.083" (2.1mm) | 1 ¼ " (31.75mm) x 0.065" (1.65mm) |
| Bracing & Drivers Intrusion Bar | 1" (25.4mm) x 0.083" (2.1mm) | 1" (25.4mm) x 0.065" (1.65mm) |
| Rear Bumper Bar | 1" (25.4mm) x 0.065" (1.65mm) | 1" (25.4mm) x 0.065" (1.65mm) |
| Nerf & Front Bumper Bar | 7/8" (22.2mm) x 0.065" (1.65mm) | 7/8" (22.2mm) x 0.065" (1.65mm) |
| Chassis/Cage Braces & Gussets | ¾ " (19.05mm) x 0.065" (1.65mm) | ¾ " (19.05mm) x 0.065" (1.65mm) |
| Panhard Bar Brace | 1 ½" (28.6mm) x 0.065" (1.65mm) | 1 ½" (28.6mm) x 0.065" (1.65mm) |

13. WELDING OF CHASSIS & ROLL CAGE - INSPECTION

- a) Weld fillet faces to be flat or show some raised reinforcement.
- b) Concave weld fillets are not allowed.
- c) Welding is subject to visual inspection before paint (refer point (e) below)
- d) Considering adequate fillet size and profile & competent process
- e) The inspection to be undertaken by a person who is either fully qualified or deemed experienced & approved by Club Executive Committee (if not fully qualified, but deemed experienced by the Exec Committee, then must also be a Club Scrutineer).

14. CHASSIS.

Before any new chassis construction a set of detail drawings of the chassis design along with types and sizes of material to be used in the construction must be submitted both state's technical committees for approval before starting construction. Any major changes to chassis construction must meet scrutineers and technical committee's approval. An engineer's certificate to validate the strength and safety should accompany any alterations to the above methods of constructions of roll cages. **No holes allowed in the chassis.**

Refer chassis diagrams for recommended method of construction of space frame and roll cage.

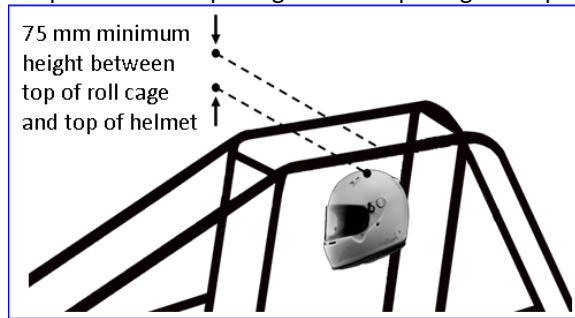
Note: see rule 20 regarding inspections.

15. ROLL CAGES

- a) **Roll Cage:** The roll cage to be constructed from round tubular steel. The use of high carbon steel tube or similarly water or steam is not allowed in the cage or bracing. **No holes allowed in the Roll Cage.**
- b) **Rear Arch:** The rear arch member to be splayed at the top more than the measurement at the mounting point to the chassis. The rear arch to be braced at least two thirds the distance up the arch and minimum one third of the height back or forward along the chassis and must not be mounted in an unsupported span. Cross bracing of the rear arch must be of a triangulated style.
- c) **Head Restraint:** Must be included in these constructions if a high back seat is not used. This is to prevent a driver's head protruding backwards through the rear arch.
- d) **Side Rails:** Side rails of the cage will each be one piece construction mounted to a suitable point along the bend of the rear arch and front mounted to the chassis at a point no closer the rear arch than the drivers' hands on the steering wheel in a normal straight forward position. The side rails to be not narrower than the width of the top chassis rail. Cross bracing between chassis rails must be straight. Top inside corners of the cage must be gusseted.
- e) **Protection Bars:** Must be fitted to each side of the roll cage to prevent a car entering the cockpit area. Suggested height between shoulder and elbow.
- f) **Height:** The drivers helmet, when seated correctly in the car, must be a minimum clearance of 50mm (all new cars and cages 75mm) below a straight edge placed on the rear arch member and the front cross brace of the roll cage or straight edge placed left to right across the top side of the roll cage to the top of the helmet. (Refer to diagram below) **Cars failing to meet this specification must be fitted with a halo.** Notwithstanding an interpretation of these specification, the individual owner/driver must ensure that in constructing a roll cage that whilst seated correctly in the vehicle with the

cage fitted that his helmet does not come in contact in any way with the top framework of the cage.

- g) **Finish:** Cage finish must be paint. Chrome plating or similar plating is not permissible.



16. **NERFING BARS.**

Cars must be equipped with suitable nerfing bars fitted in from front of the rear wheels. They must project to at least the centre of the tyre and no closer than 25mm. From the leading edge of the tyre at axle height designed to prevent a wheel climbing over another car's wheel. All bars to be free of sharp edges. Nerfing bars may be incorporated in side box as long as above applies. Nerfing bars attached direct to the chassis must extend forward from the rear wheel parallel with chassis no more than 300mm. Construction is to be such that a wheel cannot be trapped within this nerfing bar. Forward mounting of this nerfing bar is to be attached approximately rear of cockpit bulkhead. Nerfing bars to be separate from radius bars.

17. **BUMPER BARS.**

a) **Front Bumper**

- ❖ Must not be open ended.
- ❖ No sharp edges.
- ❖ Sound construction.
- ❖ Height not to be higher than leading edge of nose and not lower than the bottom of lower chassis rail.
- ❖ No wider than the centre of the tyres in the straight-ahead position.

b) **Rear Bumper (Mandatory).**

- ❖ Must be securely mounted.
- ❖ No higher than the upper chassis rail, no lower than the bottom chassis rail. No narrower than the bottom chassis rail.

18. **EXHAUST PIPES.**

Cars must have exhaust pipes, which extend beyond and away from the cockpit. Exhaust pipes must not extend beyond the rear of the bumper bar and the end of the pipe must be cut square. Exhaust pipes must be secured to the chassis with horizontal or elevated clamp other than that of the motor, and be angled away from the following driver.

19. **MUFFLERS.**

All cars must be equipped with a silencing device, if so required by the Promoters. To a level nominated by the promoter (95 DBA MAXIMUM)

20. **NUMBERS.**

All cars must have their numbers on the nose cowl and on both sides in a prominent position for the view of the officials and spectators. Numbers to be 175mm high x 125mm wide and a 13mm cross-section (minimum size). Recommended is white on a black background or at least high contrasting colour. Additional numbers to be displayed on inside of left hand side of wing in contrasting colour to be readable from outside the track as well as a rear number of 100mm in height visible to the following driver.

21. **INSPECTION.**

- a) New cars must be inspected at two stages prior to attending a race meeting, the first to be made by the appointed scrutineer when the cars chassis is un-painted and suspension, running gear and wheels etc. Second stage is when the car has been finished and the car is in racing condition. All modifications requested by the appointed scrutineer to be carried out before the car is taken to a race meeting.
- b) Prior to the commencement of each speedway season, all cars, both old and new will be examined for track worthiness. Cars that satisfactorily pass this examination will be given a logbook. The scrutineer can revoke this logbook. The faulty machine will be withdrawn from racing until suitable adjustments are made and approved by the scrutineer.
- c) The scrutineer has the right to reject any machine, request any adjustments he/she may think necessary and reject any crash helmets he/she may think unsafe. This decision is final and may only be contested through the technical committee.
- d) All cars involved in a major incident must be inspected by scrutineer before being allowed to compete again.

22. LOG BOOKS.

- a) Log books are not transferable and are incorporated into the rule book.
- b) Log books must be with the vehicle at all times.
- c) Drivers not in possession of a logbook at inspection prior to any race meeting will be liable to a fine or disqualification from racing at that race meeting.
- d) Log books will be renewed when required.
- e) Loss of log book without reasonable explanation will incur a \$20 fine.

23. GENERAL.

All bolts and nuts and component parts on each machine, suspension, chassis, steering and running gear must be secured with either lock nut, lock washers, split pins, loctite or nylock nuts and must have at least one full thread showing through the nut. (Grade 8 bolts recommended.)

- a) **Batteries:-** All batteries to be securely fitted and their position identified by blue triangle 100mm x 100mm x 100mm
- b) **Debris Screen:-** Debris Screen to have no larger than 50mm squares or vertical bars no greater than 50mm apart to be constructed of metal only and fasten to the bonnet side of cage and securely fasten and to cover 2/3rds of the cockpit opening Material minimum 3mm

SAFETY EQUIPMENT.

24. SAFETY HARNESS.

Cars must be fitted with an approved quick release type safety harness (not leather) with a minimum of (5) point location of full harness including crotch strap. Belts must be attached directly to the chassis on suitable re-enforced mounting in such a manner that all fittings are in a direct line of the pull of the belt. Under no circumstances will bolts be inserted directly through webbing. The quick release catch should be able to be released when loaded, that is if the car is upside down and the drivers weight is pulling the catch. Single buckle harness only - mechanical action type clips only. Magnetic type catches or fold over type not permitted. The quick release catch not to have plastic covering or plastic depress button. All safety harness must be replaced 5 years after the manufacturing date stamped on the belts.

25. SAFETY EQUIPMENT AND PROTECTIVE CLOTHING

Refer to Speedway Australia Race Rules and Regulations Hand book for all up to date for requirements for safety equipment.

Section 15: Safety Apparel AA, SSA & A Open Wheel

[15.1 Race Suit.](#)

[15.2 Boots.](#)

[15.3 Arm Restraints: -](#) (Note: All GP Midget drivers must wear arm restraints whilst racing. The arm restraint must prevent the arms of the driver leaving the car, or protruding beyond the top of the roll cage.)

[15.4 Balaclavas.](#)

[15.5 Gloves.](#)

[15.6 Underwear.](#)

[15.7 Helmets: -](#) (Note: Drivers in all categories must wear full faced helmets with a visor that must be closed whilst competing (no goggles). Helmets can be subject to inspection at each event by the Technical and/or medical representative. However, if helmet is misused, neglected, or damaged, it may be rejected and impounded by Scrutineer or Technical Committee at any time, and rendered it unserviceable before returning it to driver.)

[15.6 Head and Neck Restraint.](#)

Note re Visors/Glasses: - Approved face protection must be worn at all times on the racetrack. Visors or spectacles, if worn, must be of a non-splinter able material. Sunglasses are not allowed.

26. ROLL CAGE NETS

To be optional in all cars.

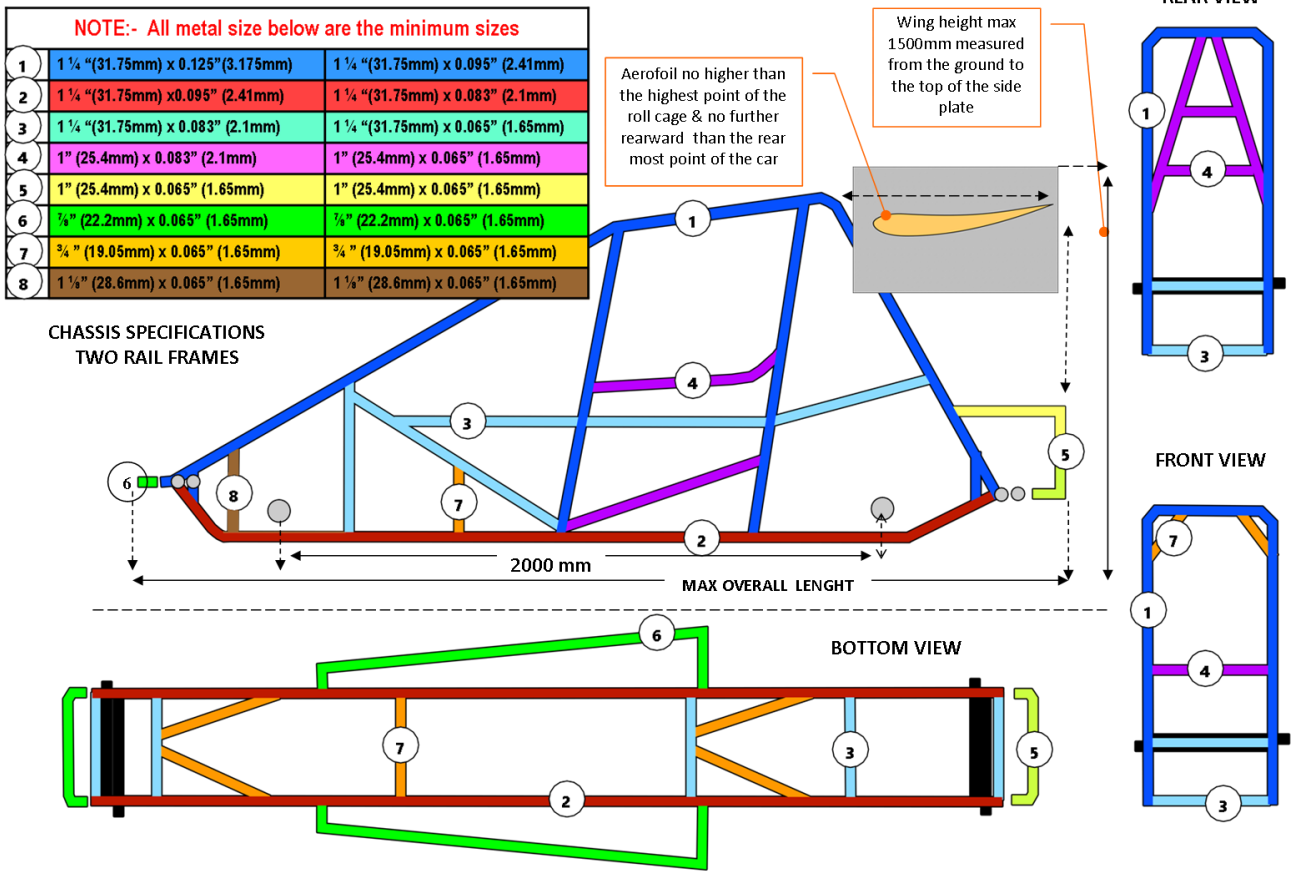
27. ONE WAY COMMUNICATORS

Speedway Australia approved race receivers' mandatory at all race meetings.

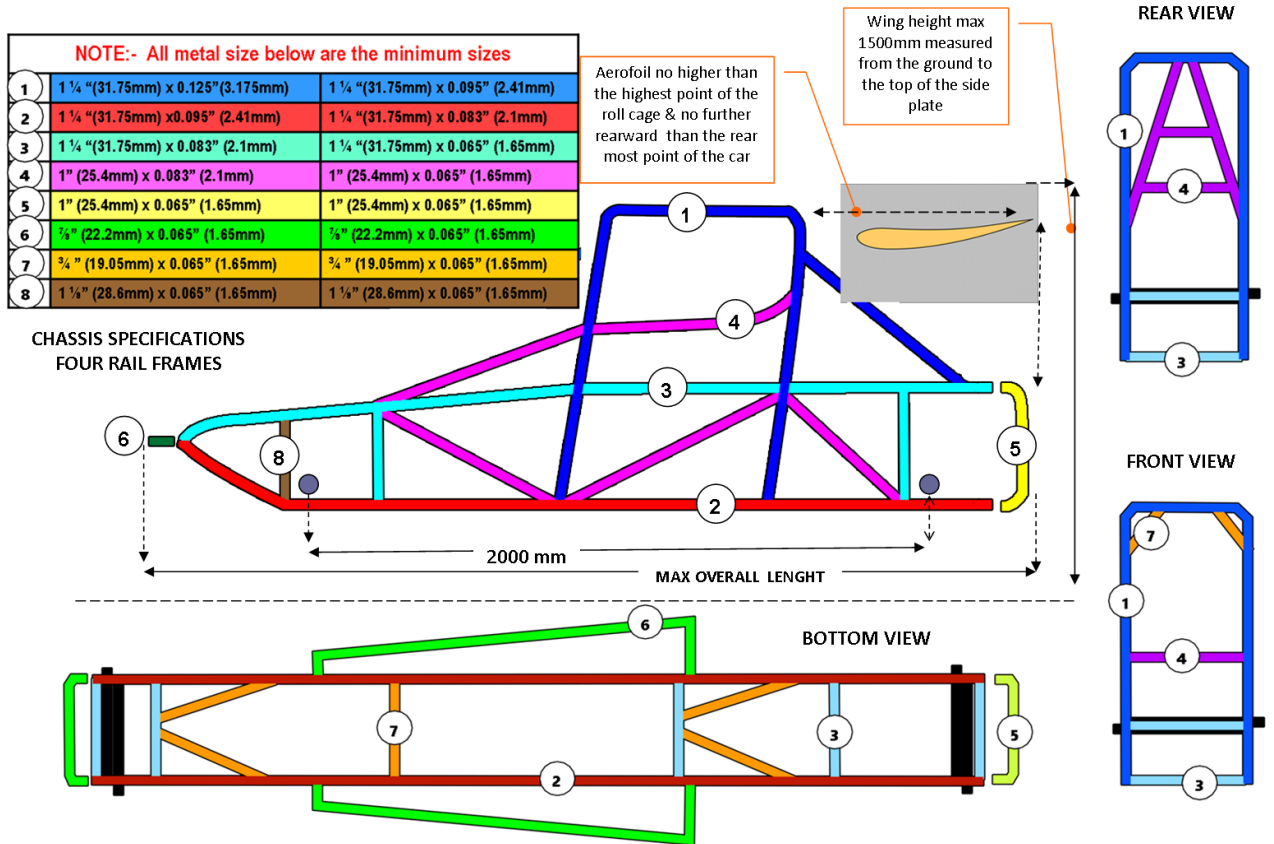
28. FIRE EXTINGUISHERS.

All drivers to have a fire extinguisher that must be in full view near the driver's pits.(E.g. near toolbox or back of trailer)
Speedway Australia approved extinguishers only. (2kg)

29. **(CHASSIS DIAGRAM)** (Two Rail Frame)



30. **(CHASSIS DIAGRAM)** (Four Rail Frame)



RULES OF CONDUCT

DRIVERS' CODE OF CONDUCT

- Always comply with the rules.
- Competitors are responsible for their own conduct as well as the conduct of any person associated with them, such as pit crew, vehicle owners and sponsors.
- Most stewards have volunteered their services for smooth, efficient and fair conduct of the race meeting.
- Avoid arguing with a steward – if you disagree with the ruling, quietly check with the official on how the decision was reached.
- Control your temper – verbal and physical abuse of any official or other competitors, and deliberately distracting or provoking other is not acceptable or permissible behaviour.
- Treat all competitors as you would like to be treated – do not interfere with, bully or take advantage of any other participant.
- Avoid the use of coarse or derogatory language.
- When in the public eye, always be dressed appropriately, speak to the public respectfully, if requested always be willing to sign an autograph.
- If an incident occurs on the track, do not abuse your racing apparel, eg: throe helmet, steering wheel, etc., if able stay with your car, make sure your car is in neutral so that it can be easily moved and if able make sure your fuel is turned off.
- Bad behaviour at any Event or official function will be dealt with severely.
- Any penalties will be decided on by the either NSWGPMRA or VGPMRA Committees.

OFFICIALS' CODE OF CONDUCT

- Be impartial, consistent and objective at all times.
- Understand the purpose of the rules of competition.
- Be co-operative and understanding in the interpretation and application of rules or penalties.
- Make a personal commitment to keep informed of sound officiating principles and rule updates.
- Ensure behaviour is consistent with the principles of good sporting behaviour.
- Condemn unsporting behaviour and promote respect for all competitors.
- Ensure the spirit of competition is maintained.
- Avoid the use of derogatory language or gender or race.
- Refrain from any form of sexual harassment towards officials and competitors.
- Encourage understanding of and access to knowledge of all areas of officiating.
- Be a positive role model in behaviour and personal appearance.

