

# MIDGET RACING CAR CLUB OF IRELAND

## MIDGET CAR RACING REGULATIONS

### SPORTING REGULATIONS

#### 1. BACKGROUND.

The Midget Racing Car Club of Ireland was formed in 1936 by Dudley Colley, Count Cyril McCormack, Cyril Murray (Car Rentals), George Reddy and Leo Manthorpe. They were a group of well respected gentlemen in the motor and horse trade and one of their main ideals was to keep the sport inexpensive. They laid down specifications for the building of single seater racing cars, constructed to a very high safety standard and racing under the rules and regulations as laid down by the Royal Irish Automobile Club. Their ideals certainly appealed to the man in the street and they enjoyed many seasons racing in front of large crowds on cinder surfaced tracks in Raheny, Santry, Chapelizod, Portmarnock and Shelbourne Park. With the outbreak of war all of these cars were garaged and the sport interrupted.

With the end of the war the cars were taken back to the racetracks and the sport enjoyed a boom. A son of one of the founder members returned from the USA and brought with him what was known as a Bantam car. This was quickly adopted for Midget Car Racing and with a group of already organised competitors from County Wicklow the basics were laid for the sport as we know it today. In fact the famous Bantam car silhouette is still displayed on club membership cards. Also with the end of the war came rapid industrial development which signified the end of the cinder tracks. The club was now faced with a very serious situation. A decision was taken to race the cars on grass. This was to prove a huge success, for it was not confined to stadiums but could now be held anywhere around the country and this is exactly how the sport survives today.

#### 2. TRACK.

The track shall consist of a closed circuit on level ground and shall be marked by suitable boundaries and a suitable safety fence. The surface on which the racing takes place shall not be less than 30 feet wide at any point and may be banked to a max. incline of 1:2. The surface shall be of any material that the Council may consider suitable. There shall be clearly marked starting and finishing points. Both sides of the track must be at least 60 feet from any solid object.

#### 3. RACES.

3.1. All races and heats of races shall be run over one or more laps of the track. They shall be so arranged that the first car to cross the finishing line, except in the case of the proper lodging of a protest or misconduct, shall be the winner of such

races or heats.

3.2. Races shall be either Standing Start Races or Flying Start Races, as laid down in the supplementary regulations for such events. Races shall be controlled by a system of flags.

3.3. The Handicapper in consultation with the Clerk of the Course may change some drivers in the heats, in the event of unequal numbers in each heat.

3.4. Cars to be changed by drawing numbers of Relevant Cards to get the amount needed.

#### 4. CLOTHING.

4.1. All competitors must wear fire proof suits and underwear to MI specification. The minimum standard is two layers and no nylon clothing is to be worn. Helmets must also be to MI specification as listed in the appendices.

4.2. The specs as laid by M.R.C.C.I. is to be used for Midget Car Racing only, but in the event of Special Exhibition for any activity outside the Club, permission to do so will be at the discretion of the Committee.

#### 5. ENTRIES.

A driver and double may only drive the car they have entered to race in. The driver only to go in the class race (eg. 850cc – 1000cc – 1300cc) a double driver may not go in the class race.

#### 6. POINTS.

6.1. Points are awarded on the day as follows:

- 1st – 7 points
- 2nd – 5 points
- 3rd – 4 points
- 4th – 3 points
- 5th – 2 points
- 6th – 1 point

6.2. With the exception, if a driver wins a heat for the Schwarzopf and the same driver wins the final on the same day, he is awarded 8 points, for the final.

6.3. Where only one car is ready for starter's orders in any race, the driver is automatically awarded half points.

6.4. Two cars ready for starter's orders will make a race and are awarded FULL points. Gellar points are 1st – 7 points to 1 point for 10th place.



**6.5. Points scored in Junior or Ladies Championship not to be counted in any other Championship.**

**7. SCRUTINY.**

A driver must attend scrutiny with his car and other necessary equipment.

**8. FINES.**

Late arrivals and not attending to the fence may incur a €60 fine on the day.

**9. PAYMENT AT GATE.**

A driver and one helper or a driver and their spouse will be admitted free. Officials on the day will also be admitted free. Everyone else is obliged to pay at the gate.

**10. NON-MEMBERS.**

Non-Members may race in an OPEN Midget Car Race Meeting, but they must pay a dealer entry fee and may gain no points in the M.R.C.C.I. Championships.

**11. REGISTRATION.**

Existing drivers must register their intention to race before January 31st of each year.

**12. EQUIPMENT.**

With regard to stickers, badges, labels etc., on helmets and overalls. It is solely the responsibility of the driver to ensure that they remain intact, and if they are not legible, they may not pass scrutiny. So as not to bring the sport into disrepute, cars, overalls, helmets etc. must always be clean and in good order at the start of a meeting.

**13. INTERMEDIATE JUNIOR CHAMPIONSHIP.**

Junior Championship to be run over nine rounds, each of six laps, all rounds to count. A Junior may in the event of the car entered in breaking down before Junior race be allowed to drive another car in Junior Race only with the consent of the owner and Clerk of Course.

Intermediate Junior Drivers 16 – 18 years old, with a competition licence may race in open competitions all day and also compete in the Junior Race. Entry Fees €29 plus Insurance, €9 for one race only. €71 plus Insurance for all races.

**14. JUNIOR CLASS.**

Junior Competitors aged between 14 and 16 years may enter for this class. Such competitors must be in possession of a Junior Licence and accompanied by a parent or guardian at the events. Junior Class to be run over two heats and a final at each event. Junior's may not compete in other races on the day. Junior entries €35 plus Insurance.

**15. QUALIFYING.**

Only the first four cars to cross the finish line in the Schwarzkopf final. Where two drivers qualify in the one car, only one may compete and no other car may take the remaining place. Only the first eight cars in the Dublin and the Wicklow qualify for the Gellar final. Numbers on cars may not be changed or altered in any way.

**16. JUMP START.**

In the event of a jump start, the race will be restarted with the offenders at the back of the grid.

**17. ROLL OVERS.**

A roll over of a car is an automatic race stop situation – this being when the car is on or off the track. Officials will deal with any such events.

**18. BREAKDOWNS.**

If a car breaks down during a race, it must be removed from the track as soon as it is safe to do so. If a car is undergoing a verifiable repair and is not ready for the scratch race it is entered in, the driver may change to a different race subject to approval of Clerk of Course.

If a car is undergoing a repair and not ready for early heats, the driver may change car subject to approval of Clerk of Course. The Clerk of the Course may ask another driver to change to these heats to keep the balance of numbers of cars in each heat.

**19. RE-RUNS OF A RACE.**

In the event of a race being re-run; this being if less than two thirds of the race has been completed when it is stopped, the race must be re-run. The restart is to have the cars in their original positions on the grid. Only the cars that were in the race at the time it was stopped are to go in the re-run and the race is to be re-run over the full amount of laps.

**20. CLASSES.**

The Council has the power to equalise the number of cars in each class. Existing drivers registered in January have first preference in the class they raced in the previous year. No more than four existing drivers are allowed change class each year. All new drivers are to check with the Committee.

**21. LADIES RACE.**

Ladies with a competitive licence may double drive and also drive in the Ladies Championship. Ladies may also change the car they race in from the one they entered, this being in the event of the car they entered, not being ready for starter's orders and the fact that they only get one race per meeting.

Ladies must pay full amount as per MI List. Entry: €29 + €9 Insurance per race.



**22. SPONSORSHIP.**

Drivers may not accept individual sponsorship, either in goods or monies. All sponsorship for cars advertisements equipment etc. must go to the Club. Breach of this rule will warrant expulsion.

**23. MEMBERSHIP.**

Membership of the Club shall consist of those who have subscribed the fee fixed at the A.G.M. for the current year and who have been proposed and seconded by members and elected by the Council. The Council reserves the right to refuse to accept a proposed member without stating a reason. Honorary Members may be elected by the Council. They shall not have the power to vote at General Meetings of the Club.

**24. EXPULSION.**

**24.1.** Any member wilfully infringing or violating the rules of the Club or whose conduct in or out of the Club shall be deemed derogatory or injurious to the interests of the Club, shall be subject to expulsion by a Special General Meeting of the Club, which it shall be the duty of the Council to convene, either at their own discretion or on a requisition signed by a least 25 members of the Club. The opinion of such meeting shall be taken by ballot when, if two-thirds of the members voting shall decide that such member has merited expulsion, he shall cease to be a member of the Club. The Council shall have the power to suspend a member. Members are responsible for the people in their company or that they bring with them.

**24.2.** There are three technical officers which are appointed to advise on construction of new cars and reconstruction of old cars. The intention being to avoid anyone doing work that won't pass scrutiny. Members are advised to seek their advice a least four times.

They are: John Sheppard Tel: 046 54435  
John Molloy Tel: 01-4932482  
Fred Cross Tel: 087-2360661

**25. QUERIES.**

Complaints and queries about racing are to be given to the Clerk of the Course on the day, these to be dealt with at the next Committee Meeting. Complaints in general to be given, in writing, to the Secretary or any Committee Member, these also to be dealt with at the next Committee Meeting.



## MIDGET RACING CAR CLUB OF IRELAND MIDGET CAR RACING REGULATIONS TECHNICAL REGULATIONS

### 30. MIDGET CAR RACING.

The term Midget Car Racing shall mean the competition by racing of motor cars of smaller dimensions than normal motor cars, and constructed to certain maximum and minimum specifications as laid down in these racing rules.

### 31. POWER UNIT.

31.1. The power unit shall be one internal combustion engine, actuated by one or more pistons, and operating at atmospheric pressure. All engines must be fitted with one single choke carburettor with 11/4 (inch) or 32mm, maximum throttle outlet. There shall be two classes of cars. Front engine rear wheel drive, and rear engine rear wheel drive. Rear engine: shall be limited to 850cc Mini components as standard.

31.2. 1000cc – 1200cc Front engine rear wheel drive. The engine shall be placed forward of the driver and shall be connected to the rear driving wheels only by a friction clutch or other device in such a manner that a standing start may be made without outside assistance. The drive shaft must run down the centre line of the car. Chain drive must not be used anywhere in the transmission. Maximum capacity (i.e. swept volume) 1200 cc. Minimum capacity 490cc.

31.3. Rear engine, rear wheel drive, shall be limited to maximum 850cc B.M.C. engine, gearbox and subframe. Engine modifications are permitted similar to front engined cars. In both cases over boring is only permitted up to the manufacturer's recommended oversizes, and must not exceed 60 thou or one m/m in any case. Stroke to remain as standard. All other modifications allowed for 850 class.

31.4. 1000cc rear engined, rear wheel drive shall be limited to 1000cc B.M.C. A series engine gearbox and subframe. Engine to remain standard. In all cases, overboring is only allowed up to manufacturer's recommended sizes. Must not exceed 60 thou or one mm in any case. Stroke to remain as standard.

31.5. Up to 1300cc cars can be built using rear engine, rear wheel drive, only using any manufacturer's engine. But using the present general specifications of MRCCCI. (Excludes the use of BMC A Series engine box subframe.)

### 32. FUEL.

Only pump fuel to be used.

### 33. WHEELS.

Four road wheels, tyres shall be pneumatic and shall not have metal studs or other hard projections. All tyres shall be clearly stamped. Rear tyres shall have a maximum size of 165 by 13. Front tyres shall have a maximum size of 165 x 13 M&S. You may use radial or crossply tyres, standard road or track grip or any size less in diameter and or width as approved by the commission. Remoulds are permitted. Tyres cannot be altered. Hub centre shall not project more than 2 inches beyond the outer plane of the tyre. 155 x 12 Front 165 x 12 Rear recommended.

### 34. GENERAL DIMENSIONS.

Wheel Base (i.e. distance from centre point of contact of ground of other front or rear wheel)

Maximum 78 inches                      Minimum 60 inches

### 35. TRACK.

(i.e. distance from centre point of contact with the ground of front or rear wheel to centre point of front or rear wheel to centre point of contact of ground of other front or rear wheel.)

Maximum 55 inches                      Minimum 44 inches  
Overall Length                          Maximum 108 inches

### 36. ENGINE COMPARTMENT.

(i.e. portion of body including radiator, cowling, back to but not including the scuttle.) Maximum height from the ground 36 inches.

Maximum 38 inches  
Maximum height from ground 45 inches  
Minimum height from ground 30 inches

### 37. TAIL.

(i.e. the portion of body behind the driver)  
Maximum height from ground 45 inches.  
Minimum height from ground 30 inches.

### 38. NOSE.

Minimum height from ground 18 inches and must have a FLAT front at least 6 inches deep.

### 39. BODY.

(i.e. Metal shell surrounding engine, rear wheel drive, 850cc cars.)

### 40. WHEEL BASE.

(i.e. Distance front wheel centre to rear wheel centre.)

Maximum 78 inches                      Minimum 60 inches



#### 41. BODY.

(i.e. metal shell surrounding seat, pedals, tanks, etc. back to but not including engine compartment.)

Maximum width 30 inches  
Minimum width 36 inches

#### 42. PEDALS.

Must be fitted behind centre line of front axle.

#### 43. GENERAL SPECIFICATIONS.

**43.1.** Midget cars shall be soundly constructed on accepted engineering principles. They shall be well finished and must satisfy the Technical Officer of the Club and the M.I. Scrutineer that they are safe and suitable for racing. The steering wheel and seat shall be approx. on the centre line of the car. No steering system which relies solely on welding will be allowed. All cars to be fitted with rear mud flaps ground clearance 2 inches max.

#### 43.2. BODY WORK.

The body shall be constructed of sheet metal, shall be finished in such a manner that there are no sharp projections or unprotected edges. It shall have it's engine, bonnet and other hinged or detachable parts of its structure provided with such fastening as shall, in the opinion of the Scrutineers that it will not bring the sport into disrepute.

#### 43.3. BRAKES.

Efficient brakes shall be fitted to all four wheels.

#### 43.4. EXHAUST PIPES.

Shall be so constructed that they shall carry the exhaust gases clear of the bodywork. Normally they shall be constructed in such a way that they bring the exhaust gases to the back of the car. The end of such exhaust pipes shall not be cut off square. All exhausts outside the body to be covered with a heat shield.

#### 44. COLOUR.

**44.1.** Midget cars are to be painted in bright high gloss colour or colours. Bare sheet metal does not constitute a colour. The entrant has the choice of colour, but if too many cars are painted the same, then the Council of the Club shall demand the colours be changed. This will apply to the most recently constructed cars.

**44.2.** A rubber protection bumper must be fitted to the front and the rear of the cars, it must be the width of the car, 3 inches high and no more than two inches thick. It must be bolted on and painted. It is optional.

#### 44.3. Roll Bars.

Cars shall be equipped with a roll bar to protect the driver in case a car turns over. It shall be formally attached to the chassis structure and designed to withstand compression forces from the weight of the car, as well as fore and aft loads from horizontal forces. It shall be placed behind the driver and

must come to a minimum level of 6 inches above the drivers helmet when seated. It must be constructed of tubing of not less than 40mm diameter if 3ml gauge tubing (a small hole must be bored for inspection purposes). In order to withstand fore and aft loads, the roll bar will have some form of inclined strut or diagonal bracing. The main roll hoop must be one continuous piece.

#### 44.4. Safety.

Cut out switch to be fitted on or under the protection of the roll bar. The on/off position must be clearly marked.

#### 44.5. Belts.

A full safety harness must be fitted and properly secured. Helmets must be up to current M.I. specifications. Appendix 2 Art. 17.

A drip tray to be fitted underneath the carburettor this to include a drainage pipe. All cars to have a seal battery securely fitted. A red light must be fitted at least 43cms from ground level. It must be in working order with a separate switch in the cockpit and be fitted with a 21 watt bulb. Where the battery is situated beside the petrol tank, they must be delivered by a metal plate. The battery must be sealed.

#### 45. NUMBER.

The competition number allotted to the car must be painted in unobscured positions on both sides of the body work in such a way that they are visible from the oblique front on either side. They shall be in figures at least 10 inches high and 1.5 inches in width throughout (on a plain circular background preferably) and generally displayed so as to be easily legible under all racing conditions. Numbers at least 8 inches high and 1 inches wide may be displayed on the front of the car. 850cc cars to have red numbers on a white background; 1000cc cars have to have black numbers on white background.

Neither paper or water soluble colours shall be used for competition numbers. The duty of providing the car with the allotted numbers and of doing so in every respect to the satisfaction of the Council shall rest solely with the competitor concerned. The number allotted shall be based on the points gained in the previous season (if the car is still in possession of the winner of such points) and shall be normally carried throughout the season. Newly constructed cars and cars which have changed ownership shall be allotted numbers in rotation.

#### 46. ALTERATIONS TO A SPECIFICATIONS OF MIDGET CARS.

Any alteration to the spec as laid down in these rules shall be made only at a General Meeting of the Club. Such alterations shall come into force at the start of the following Racing Season or later if the club decides. All members shall be notified immediately of such alterations.