



2011 TECHNICAL & CHAMPIONSHIP REGULATIONS



CARIBBEAN MOTOR RACING CHAMPIONSHIP 2009-2010

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TECHNICAL REGULATIONS

- 1.0 AWD and 2WD vehicles allowed
- 1.1 Tubular chassis and Trans axle types are allowed.
- 1.2 A different Engine, gearbox or rear axle may be fitted.

- 2.0 **ENGINE** - Modifications unrestricted.
- 2.1 **ENGINE CAPACITY**
- 2.2 4500cc maximum allowable capacity
- 2.3 2600cc maximum allowable forced induction capacity
- 2.4 1% variance in total declared CC's will be allowed either due to measurements/maintenance purposes.

- 3.0 **POWER TO WEIGHT STRUCTURE**
- 3.1 Turbocharged/Supercharged - Add 70% to cubic capacity.
- 3.2 4 Wheel Drive /All Wheel Drive - 0.70 lbs/cc
- 3.3 2 Wheel Drive Piston - 0.675 lbs/cc
- 3.4 2 Wheel Drive Rotary 12A - 1600 lbs
- 3.5 2 Wheel Drive Rotary 13B - 1780 lbs
- 3.6 2 Wheel Drive Rotary 20B - 2240 lbs
- 3.7 2 Wheel Drive Rotary 13B Turbocharged - 2300 lbs
- 3.8 Tubular Chassis (100%) - Minimum weight X 0.05 lbs
(Must be calculated separately as per example below)

- 4.0 **WEIGHT RESTRICTIONS:**
- 4.1 Minimum weight of any car - 1500 lbs without driver
- 4.2 Racing weight of Cars will include a factor of 160 lbs for the driver.
Racing weight Calculation examples:
- 4.3 13B Tub Chassis - $1780 + 160 = 1940$ lbs with driver.
- 4.4 13B Tube Frame - $1780 + (1780 \times 0.05) + 160 = 2029$ lbs with driver.
- 4.5 13B Turbo - $2300 + 160 = 2460$ lbs with driver.
- 4.6 20B Tub Chassis - $2240 + 160 = 2400$ lbs with driver
- 4.7 20B Tube Frame - $2240 + (2240 \times 0.05) + 160 = 2512$ lbs with driver.
- 4.8 0 - 2222cc Tub Chassis - 1660 lbs with driver (*minimum weight*).
- 4.9 2000cc Turbo 2WD - $2000 \times 1.7 \times 0.675 + 160 = 2455$ lbs with driver.
- 4.10 2200cc Turbo AWD - $2200 \times 1.7 \times 0.70 + 160 = 2778$ lbs with driver
- 4.11 2000cc Turbo AWD - $2000 \times 1.7 \times 0.70 + 160 = 2540$ lbs with driver

- 5.0 **TYRE & RIM RESTRICTIONS**
- 5.1 2WD - 13 inch rim width X 19 inch diameter **maximum allowed.**
- 5.2 AWD - 10 inch rim width X 19 inch diameter **maximum allowed.**
- 5.3 A maximum of 8 Slick tires of any make or compound are allowed for qualifying and racing per event, rain tires are free.
- 5.4 Competitors will be allowed one additional Slick tire if any of the 8 Slick tires allowed, are punctured, damaged or for any other reason, which, in the opinion of the Scrutineers renders such tire unusable.
N.B. Normal wear & tear will not be considered a reason for replacement.
- 5.5 These tires must be declared to the scrutineers and registered before qualifying commences.

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6.0 BODYWORK

- 6.1 The body structure of the vehicle between the front and rear windscreens must be identified as having been derived from series produced vehicle generally available for purchase by the public, of which 2500 units were manufactured in any one production year.
- 6.2 Unlimited lightening or substitution of panels or body structure may be carried out provided that in the opinion of the scrutineers an unsafe condition is not produced. Please see Regulations 4.0 to 4.11 for minimum weight restriction.
- 6.3 Front and rear windscreen can be substituted and must be of safety material such as LEXAN.

7.0 SUSPENSION AND RUNNING GEAR

- 7.1 The principle of the suspension may be changed. For example, strut suspension may be substituted by wishbone type suspension. A live rear axle may be substituted by independent rear suspension.
- 7.2 Transmission and final drive - complete freedom
- 7.3 Traction and launch control systems are allowed.

- 8.0 BRAKES - Free. Carbon fiber components are not allowed.

9.0 FUEL

- 9.1 The fuel used must be commercially available gasoline of either the automotive or aviation type or an approved Racing blend. The use of Methanol, Ethanol or other such substances as a primary or secondary injected fuel will be allowed.
- 9.2 No nitrous oxide or such injected systems allowed.

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CHAMPIONSHIP REGULATIONS

- 10.0 DEFINITION OF CMRC**
The Caribbean Motor Racing Championship is intended for the best vehicles and drivers to be grouped together in one race to allow for equal and exciting competition between both cars and drivers.
- 10.1 Governing Body**
- 10.2** The Caribbean Motor Racing Championship (CMRC) Management Committee will be made up of a single representative of each participating team or country. This person will represent their team or country in every aspect of the Championship Races. He /She will be responsible for Registration, Protest and Disciplinary Action.
In matters necessitating Disciplinary Action, if there is an even number of teams entered, the host country will nominate an additional Representative whose sole function will be the casting vote in case of a deadlock amongst the member countries.
- 10.3 Chairmanship** - The Caribbean Motor Racing Championship Management Committee shall have a rotating Chairman during the running of the events in any Championship Year. No representative on this Committee shall hold the post of Chairman while the event is being hosted in the country he/she represents. The rotation shall be initiated two weeks after each CMRC event of the year.
- 10.4 Voting & Decision** - Any decision with regards to Technical or Competition Regulations must be decided by a majority vote only. The Chairman will not hold a veto vote.
- 11.0 Eligibility** - Any driver is eligible to enter in the Caribbean Motor Racing Championship Series once he/she satisfies the criteria set out below:
- i.* Hold a valid Competition License from a recognised Motor Racing Organisation
 - ii.* His / Her vehicle complies with the CMRC Technical Regulations as well as satisfies all safety requirements of the CMRC and the Organisers hosting the event
 - iii.* Qualifies within 15% of the second fastest qualifying time in similar track and traffic conditions. (This will only apply if the grid exceeds maximum number of cars allowed)
 - iv.* Each driver must be part of a Team that represents a Caribbean Nation. Country of Birth or Citizenship will not apply. A driver can choose any country to represent providing that it is a Caribbean Nation or one of its dependants.
 - v.* Each participating country can enter a maximum of six competitors.
 - vi.* No competitor may change race cars after he/she has recorded a time in a Qualifying Session for a CMRC Event
- 12.0 Scrutineering** - The date, time and place set for Scrutineering will be in accordance with the ASR's for the event as set out by the Local Organisers.
- 12.1** There will be a Panel of three Scrutineers who will be proposed by each Club. They will be responsible for working with the host venue Scrutineers to ensure that the CMRC entries conform with the Series' Technical Regulations.
- 12.2** A CMRC Chief Scrutineer will be elected and rotated. No Scrutineer on the Panel shall hold the post of Chief Scrutineer while the event is being hosted in the country he/she represents.
- 12.3** Safety Regulations of the hosting venue must be adhered to and checks for conformity will be conducted by Local Scrutineers.
- 13.0 Race Description** - All CMRC races will follow the structure as set out below:
- 13.1 Duration of Race** - There will be three races at each CMRC Event. The length of each race will be as follows.
- i.* Jamaica - 6 Laps
 - ii.* Barbados - 10 Laps
 - iii.* Guyana - 10 Laps
- 13.2 Qualifying** - The ASR's or official instructions of the Organisers hosting the event will furnish particulars of Practice and Qualifying periods. There will be one Qualifying Session per CMRC event.

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- 14.0 The Grid** - At the end of Qualifying the times achieved by each driver will be officially published. Grid Positions for the first race of a CMRC event will be drawn up as follows.
- i.* The top positions will be occupied by the drivers who completed any Qualifying Session using their fastest lap time achieved.
 - ii.* The driver with the fastest lap time overall will start on Pole. The second fastest will start on Grid 2, third fastest Grid 3 and so on until all competitors who qualified are grid.
 - iii.* If more than one driver fails to set a time during any Qualifying Session they will be arranged on the Grid behind all drivers who qualified in the following order.
 - Any driver who attempted to set a qualifying time by starting a Qualifying Session.
 - Any driver who came to the Grid but failed to start a Qualifying Session.
 - Any driver who failed to leave the pits during the period when the Qualifying Sessions were run.
 - iv.* If two or more drivers set the same Qualifying Time, the higher Grid Position will be allotted to the driver setting the time first.
- 14.1** Competitors will be grid in the order they finished the preceding race for the remaining races in a CMRC Event.
- 14.2** The Starting Grid will be published no less than 30 minutes before the start of the Grid Formation. Any competitor whose car is unable to start for any reason whatsoever (or who has good reason to believe that their car will not be ready to start) must inform the Stewards accordingly at the earliest opportunity and, in any event, no later than fifteen minutes before the start of the Grid Formation.
- 14.3** Any driver who has not taken up his/her position on the Grid by the time the Grid Formation has started will not be permitted to do so and must start from the back of the Grid.
- 14.4** If one or more cars are withdrawn the Grid will be closed up accordingly.
- 14.5 Grid Size** - The maximum amount of cars allowed to start will be in keeping with the safety requirements of each host venue and will be as directed by the ASR's of the Organisers hosting the event.
- 15.0 Starting Procedure** - The method of Starting will be a Rolling Start
- 15.1 Start Signal** - The race may be started either with the National Flag of the host country or by the use of Start Lights. The type of Start Signal being used will be as directed by the ASR's of the Organisers hosting the event.
- 15.2 Rolling Start** - All rolling starts shall have a staggered formation as per the normal grid position line-up, i.e. cars behind the pole car must maintain a staggered formation, with each driver ensuring that the front of his/her car is behind the rear of the car next to, and ahead of, his/her car on the grid.
- 15.3** Grid Formation will be followed by display of a green flag. The cars leave the grid on the warm up lap/s. On completion of the warm up lap/s the cars will return to the Grid Formation Area and reassemble in the predetermined order on the grid. The number of warm up laps will be as directed by the ASR's of the Organisers hosting the event.
- 15.4** Once Grid Formation is again complete and the designated signal is given cars will leave the grid on a parade lap. The following will then apply.
- i.* No car shall leave the grid until the car in pole position has moved forward. Should the pole position car not be able to move off on the parade lap, the Starter or the Clerk of the Course (as the case may be), will signal the driver of the second car to proceed, which driver shall then assume the responsibility of the pole position car, and all other cars are to follow. Any drivers prejudiced by the stalled pole car or any other stalled car, may make up positions on the parade lap in order to regain their allocated starting positions. Such actions must be complete by the time the competitor/s concerned enters the last corner (change of direction of at least 45 degrees, with a radius of less than 300 metres). If the competitor concerned is not in his allocated position by the time he arrives at the entry to the last corner, he will be required to start from the position occupied at that stage.
 - ii.* A pace car may be used to regulate the start, or the driver in pole position will do so when a pace car is not used. Should mechanical breakdown or other circumstances prevent the driver in pole position completing this function, the driver of the second car on the grid will regulate the speed. Drivers must retain their correct starting positions during the parade lap, except as permitted above. Improving one's allocated starting position is forbidden. When the pace car leaves the circuit, at the conclusion of the parade lap, the driver of the car in pole position should be at least 50 metres to the rear. Prior to

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entering the last corner before exiting the circuit, the driver of the pace car will slow down to ensure the field closes up and will establish the pace at which the field must approach the start line. This speed, which should not exceed 100km/h, must be maintained until the start signal is given. The pace car must leave the circuit via the pit entrance road and may not be driven past the pits regardless of the position of the start line. If no pace car is used, the driver in pole position will establish the pace but he must ensure the field is well bunched and must not exceed 100 km/h as he approaches the start line.

- iii.* If the starter is satisfied with the disposition of the cars at this stage, he will signal the start of the race by lowering the National Flag or extinguishing the red starting light/s. Only at this point may acceleration take place. If the starter is not satisfied, the start lights will remain red or the starting flag will not be lowered but will be held stationary. The competitors must then complete another parade lap without a pace car and approach the start line to affect another start.
- iv.* Any competitor crossing the start line ahead of the driver in pole position shall be deemed to have jumped the start and shall have a 30 second penalty added to his race time unless, in the view of the Start line Judges, the driver in pole position reduced his speed before crossing the start line.
- v.* Any competitor left on the grid once the parade lap has commenced and all cars capable of starting have departed the grid, may subsequently be started using the on-board starter, or may be push-started by the grid marshals, and must start from the rear of the grid.
- vi.* If the car cannot be started either by self-starter or by pushing, the car must be removed from the circuit immediately under the direct control of the Clerk of the Course, and will be deemed a non-starter.

15.5 Stopping Of Races - The following procedure will apply to circuit races that have been stopped prior to their completion by the use of the red flag:

- i.* All vehicles shall proceed slowly to the start area with no passing being permitted.
- ii.* If a race is to be restarted, normal start procedure will apply from this point
- iii.* As soon as conditions permit thereafter, the starting procedure will recommence

15.6 Restarting A Race Stopped Prematurely

- i.* If less than two laps of the race have been completed by the leader, the original start shall be null and void and the race shall be restarted and all starters in the original start may compete again. In addition, any driver who had not taken up his/her position on the Grid at the time of the original Grid Formation will be allowed to start from the back of the Grid. The race will be considered a new race and the full distance will be covered.
- ii.* If more than two laps have been completed but less than 75% of the scheduled distance:
 - The race shall be deemed to be in two distinct parts. The classification of the first part shall be determined at the conclusion of the lap prior to the red flag being given.
 - Unless the regulations specify to the contrary or the Stewards of the Meeting rule otherwise, all vehicles will be in a parc fermé between the two parts of the race. A new starting order will be established by the Timekeepers taking the above into account. Only those still competing at the end of the first part of the event and who arrive at the start area under their own power will be allowed to compete in the second part. **No other vehicles will be permitted.**
 - The distance of the second half will be that required to complete the scheduled distance and the combination of the two parts will be the basis for final classification.
- iii.* If 75% of the scheduled distance has been completed, the event will be concluded and there will be no restart. Classification and Championship Scoring will be as if the race had been completed in its entirety.
- iv.* If it is impossible, in the opinion of the Stewards of the Meeting, to restart a race stopped prematurely, it shall be deemed completed. Championship Scoring shall be determined according to the following:
 - No points will be awarded if the leader has completed less than two laps.
 - Half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance.
 - Full points will be awarded if the leader has completed more than 75% of the original race distance.
 - Points will be allocated in the order the competitors crossed the Finish Line on the lap preceding the one in which the race was stopped.

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- 15.7 Wet Weather Start** - If more than 50% of the vehicles start a race on wet weather tyres, or if the Clerk of the Course so decrees, it will be declared a wet weather race.
- i.* A wet weather race will not be stopped even if it fails to rain or the track dries out following rain.
 - ii.* If it suddenly starts to rain while the vehicles are on the warm-up lap or standing on the starting grid, the Clerk of the Course, at his sole discretion, may display a "Start Delayed" sign. The starting procedure will begin again after 15 minutes, enabling vehicles to be fitted with wet weather tyres if the drivers so wish.
 - iii.* Should the volume of water on the track be such that it cannot be negotiated safely even on wet weather tyres the Clerk of the Course may delay the start until such time as the conditions improve.
 - iv.* For stopping and restarting races - see Regulation 15.6
- 15.8 The Finish** - The finishing signal shall be the chequered flag.
- 15.9** If, during a race, the chequered flag is inadvertently displayed before the leading car completes the scheduled number of laps, the race will nevertheless be deemed to have ended when the leading car last crossed the Line before the signal was given, providing that 75% of the race distance was complete.
- 15.10** If, during a race, the chequered flag is inadvertently displayed after the race is scheduled to end, the race will nevertheless be deemed to have ended when it was due to end.
- 15.11** After receiving the end-of-race signal all cars must proceed on the circuit directly to the designated post race weighing area without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).
- 15.12** Any classified car which cannot reach the post race weighing area under its own power will be placed under the exclusive control of the marshals who will take the car to the post race weighing area.
- 15.13** To be classified as a finisher, a vehicle must have completed not less than 75% of the distance of the race (rounded down to the nearest whole number of laps) under its own power.
- 15.14** If, during a race, no vehicle crosses the start/finish control line under its own power during a period of five minutes, the end of race signal shall be displayed and the results announced according to the relative positions of vehicles at the time they last crossed the control line under their own power.
- 16.0 General Safety**
- 16.1** Official instructions will be given to drivers by means of the Flag Signals described at the Drivers Briefing Meeting. Competitors must not use flags similar to these.
- 16.2** Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position.
- 16.3** During practice and the race, drivers may use only the track and must at all times observe the conduct relating to driving behaviour on circuits.
- 16.4** If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors.
- 16.5** A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 16.6** It is strictly forbidden for a competitor to affect any 'on track' repairs to his race car during the running of a race. Repairs are only permitted in the competitor's designated Pit Area.
- 16.7 Refuelling** - Refuelling is only permitted in the competitor's designated Pit Area.
- 16.8** If a race is suspended for any reason refuelling is forbidden unless the car is returned to its designated Pit Area.

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- 17.0 Scoring** - The top eight finishers in each CMCR Race will score points towards the Overall Driver & Country Championship, according to the following table below.

<u>Position</u>	<u>Points</u>
1 st	10
2 nd	8
3 rd	6
4 th	5
5 th	4
6 th	3
7 th	2
8 th	1

- 17.1** A Points Leader will be declared after each Race Meet
- 17.2** The Driver and Country with the most points at the end of the CMRC Series will be declared the Overall Champions respectively.
- 17.3** If two or more Drivers or Countries finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded to:
- i.* The holder of the greatest number of first places,
 - ii.* If the number of first places is the same, the holder of the greatest number of second places,
 - iii.* If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges
- 18.0 Disciplinary**
- 18.1** All protest must be made by the representative of a participating Team or Club in writing, within the time frame prescribed, for the type of Protest, in the ASR's of the Organisers hosting the event. He/she will then discuss with the members of the CMRC Committee and a decision must be given within 20 mins of the start of the discussion unless extraordinary circumstances arise.
- 18.2** Protests for observed unsportsmanlike actions, either by driver or team member, which may result in disciplinary action, must be presented in writing to the CMRC Committee within 2 weeks of a CMRC Event and signed by the officiating Chairman at the time.
- 18.3** CMRC competitors will not be exempt from disciplinary action of the local Club hosting the event. They may be disciplined by both the CMRC Committee and the Local Committee; however the extent of the CMRC Committee's reach will only be to past and future CMRC races for the current season.
- 19.0 Compliance** - These regulations will be enforced in conjunction with the Driver's Code of Conduct, Safety Regulations and the Standing ASR's of the local Club/Organisers hosting the event. As such the local Club/Organisers must make their Driver's Code of Conduct, Safety Regulations and the Standing ASR's available to all participating Teams at least two weeks prior to the hosting of a CMRC Event.
- 19.1** The onus of understanding and complying with all Regulations rests solely with the competitor, and or, team.
- 19.2** Competitors whose vehicles **do not** conform to CMRC's Technical & Competition Regulations, as well as the Driver's Code of Conduct, Safety Regulations and the Standing ASR's of the local Club/Organisers will **not** be allowed to compete.
- 19.3** These Regulations will be enforced until December 31, 2011