

Jamaica Race Drivers Club

Circuit Racing General Regulations

The Circuit Racing General Regulations is part of the JRDC Motor Sports Rules and Regulations.

The Circuit Racing General Regulations shall be used in conjunction with the JRDC Circuit Racing Technical Regulations.



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1. Administration

1.1 Jurisdiction

- a) International Race meetings are held under the provisions of the JRDC Circuit Racing General Regulations and its Appendices and Schedules (incorporating, where not already provided for, the provisions of the FIA Sporting Code).
- b) National Race meetings are held under the provisions of the JRDC Circuit Racing Regulations and its Appendices and Schedules. These are to be read in conjunction with any relevant Championship Series Articles.

1.2 Regulations

These Regulations apply to all Race Meetings regardless of status.

1.3 Competition License Requirements

Persons participating must be holders of the appropriate competition license as stated in the Circuit Racing Regulations.

1.4 Competition license notwithstanding, the JRDC reserves the right to reject any entry where other requirements are not met. This may include but not limited to a ban or suspension from competition and participation in club activities.

2. Entries

2.1 Entries, Dates & Fees

Dates and fees for entries must be stated in the ASRs.

2.2 Number of Entries

Maximum entries in each case are limited to the number of vehicles as prescribed for that type of vehicle on the track license, or as stated in the ASR's.

2.3 Cancellation of Race

The organizers reserve the right to cancel any race as long as provisions for doing so are made in the ASR's or for matters of Force Majeure.

2.4 Driver or Vehicle Changes

Unless specifically prohibited by the ASR's or by the articles of any Championship in respect of which an organizing permit has been issued, any entrant may, up to thirty (30) minutes prior to commencement of any race, with the written approval of the Clerk of the Course;

- a) Nominate the driver or change the driver nominated by the entrant, to drive the entrant's competing vehicle in the race.
- b) Change the competing vehicle entered in the race.

2.5 Dual Driver Entries

Unless otherwise specified in the ASR's for each meeting, only one driver per car may be nominated except where a car is entered in more than one category or formula of competition.

2.6 Conditional Acceptance

In the event of the number of entries exceeding the maximum number of starters, the Organizers reserve



the right to accept entries conditionally. Organizers may accept entries on such conditions at their sole discretion.

2.7 Refund of Entry Fees

If a withdrawal is made before the meeting and officially notified to the Race Secretary, and unused gate tickets accompany such withdrawal, a refund will be paid at the discretion of the Organizing Committee. All applications for refunds must be in the hands of the Race Secretary no later than 28 days after the meeting.

3. Registrations and Technical Inspection

3.1 Registration

Entrants and Competitors shall present themselves at registration for the checking of valid licenses, club membership etc., and are required to sign the relevant waivers.

Registration may be submitted

3.2 Technical Inspection

Entrants/Competitors shall present their cars and driving equipment etc. for inspection. Cars that have not passed Technical Inspection shall not be allowed on the racetrack.

3.3 Advertising

The space requirements for advertising decals will be specified in either the Championship Articles, or the Supplementary Regulations. Failure to carry the specified decals may cause the competitor concerned to forfeit any points scored at the event. Advertising, names and symbols may be displayed on cars providing that they are in good taste and do not interfere with mandatory stickers, marks or symbols.

3.4 Accidents and Technical Inspection

Any car damage incurred during practice or racing may necessitate the car being blacked-flagged and return to the pits forthwith for examination by the Technical Inspector. Following rectification (if any) such car may rejoin the race at the discretion of the Clerk of the Course. Technical Inspector may impound cars withdrawn from practice or race due to accident damage in the Technical Inspection area for examination. Such vehicles impounded will not be released to competitors other than upon the direction of the Technical Inspector.

4. Briefing

4.1 Driver's Briefing

The time, place and method of planned briefings shall be contained in the ASR's.

The Clerk of the Course or his nominee may brief drivers on important points or amplify matters regarding the conduct of the meeting. In the event that the Clerk of the Course wishes to brief drivers further, a briefing meeting may be called at the time and place which will be notified to drivers and posted on the official Notice Board.

4.2 Failure to attend

Attendance at Drivers' Briefing is mandatory. All competitors or their proxy must be present and sign in at drivers' briefing. Competitors who fail to attend briefings may be penalized.



5. Qualifying / Practice

5.1 Qualifying/Practice Sessions

The schedule for Qualifying, Practice and Races shall be posted in the official program.

5.2 Qualifying

- a) After qualifying, the grid for race 1 will be determined in the following order:
 - i. Fastest legal qualifying lap
 - ii. Drivers who start qualifying session but fail to register a lap time may start at the back of the race grid.
 - iii. Drivers who fail to start the qualifying session may start the race at the back of grid behind competitors that participated in the qualifying session.

- b) In the case of drivers who fail to appear for qualifying and have never raced on the circuit previously, permission to race on race day may be given, but only at the discretion of the Clerk of the Course, in writing and shall state the grid position. If granted, such drivers shall start behind drivers who have posted a qualifying time. The decision of the Clerk of the Course on the matter will be final.

5.3 Discretionary Practice

The Clerk of the Course has the discretion in exceptional circumstances, to permit further un-timed practice periods with the permission of the Stewards.



6. Starting Positions

6.1 Starting Positions

Starting positions shall be determined by:

- a) **Fastest single lap time** achieved in qualifying session. For Race #1, the grid order is from fastest (pole position) to slowest qualifying lap time, or
- b) In the event of unavailable lap time data, finishing order in a preceding qualifying race/session, or
- c) Handicap, or
- d) Current positions in a Championship, or
- e) A method detailed in either Championship or Sanctioned Series Articles, or
- f) Clerk of the Course approval as stated in 5.2b.

6.2 Overrides

Unless otherwise stated in the Supplementary Regulations or Championship / Sanctioned Series Articles, 6.1 a, shall apply.

6.3 Qualifying Times

When starting positions are determined by qualifying times:

- a) Only those times established by a driver in an eligible car (for that class) will be recorded.
- b) All cars in an event must be given the opportunity to qualify alongside cars of the same Class.

6.4 Identical Times

When identical times are recorded by more than one driver in the official qualifying session for that race, the driver first achieving such a time will be credited with the superior position in breaking tie.

6.5 Notification

Starting positions shall be notified at least 30 minutes before the scheduled start, except when the finishing order in one event affects the starting positions in a subsequent event scheduled to start less than 30 minutes after the finish of the first event. In such instance, the starting positions shall be notified as soon as practicable.

6.6 Publication

Display of starting positions on the official Notice Board will be considered notification to all drivers. It shall be the responsibility of the driver to ascertain the correct start position.

7. Assembly / Warm-up

7.1 Assembly

Cars shall form up on the dummy grid under the directions of the Grid marshal, in starting order; the onus is on the driver to get his car on the dummy grid before the warm-up lap begins.

7.2 Release

Cars will be released from the dummy grid straight into a one-lap warm-up. Should weather conditions change between practice and race, the Clerk of the Course may, if in their opinion it is deemed necessary, allow an additional warm up lap for the drivers to fully determined track conditions.

7.3 Closure

After the last car from the dummy grid has been released for the warm-up lap the track entrances shall be closed. Any cars that are late shall start from the pit exit, without doing a warm-up lap, when given the signal from the pit marshal. The Judge of Fact shall determined "lateness".

7.4 Safety



There shall be no practice starts or weaving across more than 50% of the track width during warm-up. Any car weaving to the extent that in the opinion of the Clerk of the Course creates a danger to other competitors may be penalized. At the conclusion of the warm-up, cars will assemble in their allocated positions on the starting grid, under Starters' orders.

7.5 Yellow Flag

There shall be a full course yellow flag condition when the warm-up leg begins and shall be in effect until the start of the race.

8. Starts

8.1 Standing Starts

Immediately the pole car is in position, the 30-second board may be shown to signal the start is imminent. Five seconds before the signal to start a five second board may be shown to announce the starter is intending to proceed with the actual start. The signal to start will be given by green light or flag drop.

- a) Grid Starts – Starts by Lights: The Starter will mount the dais and will switch on the red light for: Not less and 4 seconds and not more than 7 seconds. Between 4 and 7 seconds the Starter will switch on the green light to start the race. Where starting lights are employed, should an amber light be switched on after the red light is shown, then the 'start delayed' procedure will apply.
- b) Any driver in position on the grid but unable to take part in the start shall indicate their predicament by raising an arm to be clearly visible to the starter. The starter shall then take the appropriate action.
- c) False Start: Any car which has crossed its grid line before the starting signal has been given or which is moving forward when the starting signal is given, shall be deemed to have made a false start and shall be penalized.

8.2 Rolling Starts

- a) A maximum of 20 seconds after the pole car is in the allocated position the field will be led away for the 'Rolling Start Lap' by the 'Safety/Pace Car'.
- b) All cars shall maintain their grid positions and keep up with the safety car. On approach to the start line, the safety car will turn off its flashing lights, accelerate and move off the circuit to a safe position. The field will then maintain the pace set by the car on the pole position. Drivers shall maintain their grid positions until the starting signal is given by flag or green light, while the first two rows are inside the acceleration box/zone after which racing will commence.
- c) If the starter is not satisfied with the field approaching the start line, the starting signal will not be given and the field will be required to complete another lap, maintaining their relative positions, to approach the starter again.

8.3 Delayed Starts

If, **due to** unforeseen circumstances, the start cannot take place at the appointed time, drivers shall be notified by the display of the Red Flag. The starting procedure will be recommenced when the condition is rectified.

8.4 Starts from Pits

Any car missing the release from the dummy grid shall be deemed to be late and may start from the pit exit with the approval grid marshal. It may be moved to the pit exit only with the driver in position. Cars will join the race as soon as the field has been started, and the pit marshal gives the signal. Drivers who fail to exit pit lane before closure are required to queue in order of arrival and start from pit lane.

Start procedures which by virtue of Circuit construction do not fit into this Rule, must be set out separately and clearly in the ASR's.

8.5 Multi-Part Events

To be eligible to start in the second or subsequent part of a multi-part event, a driver (in that car) must have come under Starter's Orders in each of the preceding part(s), unless otherwise stated.

8.6 Evacuation of Signaling Area

During the start of a race the pit wall must be kept completely free of people with the exception of authorized persons.

9. Pit Regulations

9.1 Assistance

Drivers may receive assistance only at the pits or paddock from officials

9.2 Refueling

Refueling of competition cars may only be carried out during practice in the paddock area. Work upon the cars, other than by a driver or officials may be carried out only in the pits or in the paddock.

For long distance events involving refueling, possible driver changes and work on vehicles, the ASR's will amplify these requirements.

9.3 Pits or Paddock Stop

Any driver intending to leave the course, or to enter the pit or paddock area, shall signal their intention in good time and shall ensure that it is safe to do so.

9.4 Driving Direction

No competing vehicle shall be driven in the opposite direction except for the minimum distance to remove it from an unexpected situation and then only under official supervision.

9.5 Pit Lane Exit

Cars may only leave the pit lane when the pit marshal gives the signal.

10. Track Regulations

10.1 Speed Limit

Except while on the track; no competing car shall be driven at a speed exceeding 15 km/h.

10.2 Off Track

Any vehicle, which has left the track with all four wheels, shall rejoin the track at the nearest point to the exit from it, compatible with safety.

10.3 Stopping

Should a driver be compelled to stop the car, either involuntarily or for any other reason, the car shall be moved off the track as soon as practical so that its presence does not constitute a danger, the driver must retire to a safe position. If the driver is not able to move the car out of the potentially dangerous position; it is the duty of the officials to assist. In that case if the driver succeeds in restarting the car without any other external help and rejoins the race without committing any breach of the regulations and without gaining an advantage from the preceding movement of the car to a safer place, the driver will not be excluded from the race.

10.4 Stopping

No vehicle able to proceed under its own power shall be stopped either on the course or the verges of the



track, but shall proceed to the pits or paddock.

10.5 Pushing to safety

Pushing a vehicle for the minimum distance to remove it from an unexpected situation is allowed and then only under official supervision.

10.6 Pushing across the finishing line

The pushing of a car by the driver or by another competing car along the track or pushing it across the finishing line is not allowed and will entail immediate exclusion of the car or cars concerned save as provided for above.

10.7 Direction of race

All races will be run in the direction specified on the track license.

10.8 Finish line

The finish line must be marked on the track and will not extend beyond the actual track edges and thus will not include the pit-lane, unless provided otherwise.

10.9 Driver conduct

A driver shall, at all times, drive in a manner compatible with general safety and any penalty incurred under these Regulations shall not prevent any further action in respect of careless or reckless driving.

10.10 Visibility

In case of inclement weather or bad visibility, the Clerk of Course may deem it necessary for rain lights to be illuminated. Competitors will be advised of this requirement prior to the start of practice and/or race.

11. Flag Regulations

11.1 Flags

Officials' signals will be conveyed to drivers by the following signals:

National Flag, Green Flag or Green Lights:

At start line: Start.

Light Blue Flag: Overtaking Signal

Stationary: A faster car is catching you.

Waved: Give way. A faster car is trying to overtake you, give way.

White Flag: Slow-moving vehicle on the track.

At All times:

Stationary: You are about to catch a much slower vehicle.

Waived: a much slower vehicle may seriously obstruct you.

Yellow Flag: Signal of danger. DO NOT OVERTAKE!

At all times:

Stationary: Drive well within your limits. **Do not overtake.** There is a hazard beside the track.

Waved: **Slow down. Do not overtake.** Be prepared to change direction or follow an unusual line. There is a hazard on the track. Double Waved: **Slow down. Do not overtake.** Be prepared to stop. The track is wholly or partially blocked. Once shown a yellow flag you do not overtake until you have passed a green flag marking the end of the danger area. The yellow flag will normally be shown only at the marshal's post immediately preceding the hazard; the no-overtaking zone begins at the point where the flag is shown, a car ahead at that point keeping the advantage. Overtaking is an offence from wherever Yellow Flags are displayed until the Green Flag is passed and drivers must maintain their relative positions within this zone



until they pass the Green Flag.

Yellow flag with Red Stripes: Deterioration of Adhesion.

At all times:

Stationary: Deterioration of adhesion ahead.

Waved: Deterioration of adhesion imminent.

Green flag: All clear.

At all times:

All clear at end of danger area marked by Yellow Flag(s).

Optional Use: (By order of the Clerk of the Course) Start warm-up lap or start practice session.

Red flag: Stop

During Practice: The practice session has been stopped. Proceed slowly with maximum caution to your trackside pit. Be prepared to stop if requested.

During the Race: The race has been stopped. Proceed slowly with maximum caution to the starting grid and await further instructions. Be prepared to stop if requested.

Black flag with Orange Disc displayed with White Number: Mechanical problem.

At all times:

A warning of apparent mechanical failure, or a fire, which might not be obvious to you. You must call in at your pit on the next lap.

Black and White Rectangular flag split diagonally and displayed with a White Number: Driver behavior.

During the Race: A warning to you as the driver of the car bearing the number, that your behavior is suspect and that you will be Black flagged on further reports.

Black flag displayed with White Number: Driver behavior.

During the Race: You must stop at your pit within one lap of receiving the signal and report to the Clerk of the Course who has additional powers up to exclusion to apply if necessary.

Black flag and Time penalty Board displayed with White Number:

During the Race: Within one lap, you shall proceed to the designated area in the pit lane and shall remain there until authorized by the designated official to rejoin the race without stopping at your pits.

Black and White (Checkered flag):

At all times: End of Race or Finish. End of practice.

If signal lights replace these flag signals, the lights must be approved by the ASN and fully detailed in the ASR's.

12. Determination of the Finish

12.1 Finish Signal

The finish signal (black and white checkered flag) will determine the conclusion of a competition.

12.2 Distance race

In the case of a race over a set distance, the winner shall be the competitor who covers the distance in the least time and the end of race signal will be displayed when the first competitor completes the set distance.

12.3 Timed Race

In the case of a race for a set time, the winner will be the competitor who covers the greatest distance in that time, and the end of race signal will be displayed to the leading car.



12.4 End of session

After receiving the end of race or practice signal, cars will maintain station and proceed at a reduced speed to the paddock, unless the ASR's specify that only part of a lap shall be covered.

12.5 Finish requirements

To be classified as a finisher, a car must cross the finishing line under its own power, immediately after the signaling of the finish of the race and have covered at least 75% of the distance achieved by the appropriate class winner.

12.6 Inadvertent End of Race Signal

Should the end of the race signal inadvertently or otherwise be displayed before the leading vehicle completed the scheduled number of laps, or before the prescribed race time has been completed, the race will nevertheless be deemed to end at the moment the signal is given. Should the end of race signal be inadvertently delayed, the race will nevertheless be deemed to finish at the correct moment and the competitors will be classified accordingly.

12.7 Dead Heats

For any classification, dead heats will result in points gained or awards shared equally. Thus, if third and fourth places cannot be separated their points or awards are added together and divided by two, and these competitors declared equal third. The next competitor in the classification is declared to be fifth.

12.8 Ties in Championships, Cups, Trophies or Series

Unless the Articles or ASR's provide otherwise, the classification in a Championship or Series, which has resulted in a tie, will be determined by taking into account, firstly, the number of first placing obtained and progressing down the finishing positions in all the events counting for the Championship or Series until the tie is broken. If an equal result is still obtained, then a dead heat will be declared.

12.9 Provisional Results

The Provisional Results will be posted as soon as possible after each race and in the absence of any inquiries, complaints, protests or technical inspections pending will become final after the expiration of 30 minutes.

13. Code of Driving Conduct

13.1 Overtaking Signaling

During the race, a car alone on the track may use the full width of the track. However, as soon as it is caught up on a straight line by a car which is either temporarily or constantly faster, the driver shall maintain position on the track and indicate by signaling the side the faster driver should overtake on.

13.2 Blocking

Any driver appearing not to be making adequate use of the car's rear view mirror, or driving in a manner which even if unintentionally appears consistently to hinder or discourage another driver seeking to pass, may be halted by display of the black flag or otherwise penalized.

13.3 Right of Way

The drivers any way they wish, within the limits of the track may negotiate curves, as well as the approach and exit zone thereof. Overtaking, according to the circumstances prevailing, may be done either on the right or on the left. The onus is on the overtaking driver to ensure the maneuver is carried out safely. However, maneuvers liable to hinder other drivers such as premature direction changes, deliberate crowding of cars towards the inside or the outside of the curve or any other abnormal change of direction, are strictly prohibited and shall be penalized, according to the importance and repetition of the offences.



13.4 Exit

The driver of any car leaving the race shall signal the intention in good time and is responsible for ensuring that the maneuver is carried out safely and as near as possible to the point of exit.

13.5 Boundaries

Whilst practicing or competing, cars shall not be driven other than on the defined track, in the pits, and in such other areas as may be specified.

13.6 Off Track

For the duration of the meeting the competing vehicle, if used outside the confines of the track, shall be operated in compliance with the traffic regulations and at all times in a manner deemed not to prejudice the interests of motorsport.

14 Stopping and Restarts

14.1 Stopping the Race or Practice

Should it become necessary to stop the race or practice because the circuit is blocked by an accident or because weather or other conditions make it too hazardous to continue, the Clerk of Course shall order a red flag to be shown at the start-line. Simultaneously, red flags will be shown at all Marshal Posts. The decision to stop the race or practice can only be taken by the Clerk of Course (or in his unavoidable absence, his Deputy). When the signal is given to stop:

- a) During practice, all cars shall immediately reduce speed and proceed slowly back to the pits. If it is impossible in the opinion of the Clerk of Course to restart the practice then the session shall be declared finished and all cars shall return to their respective pit paddock area.
- b) During a race, all cars shall immediately reduce speed and proceed slowly to the starting grid where they will remain in Parc Fermé conditions; no intervention of any nature is authorized on the cars until specific direction is given to competitors.

The Clerk of Course, in consultation with Technical Officers and/or Technical Inspectors, may direct that: -
Repairs on cars may start and if so where.

Tyres may only be changed in the pits

No work may start at all until after the restart.

Refueling is permitted and if so where.

Cars in the pits can go to the grid and if so how. Rain tyres must be fitted for the restart. Other actions are taken.

If no direction is given, the cars must stay in the condition in which they finished the first part.

14.2 Restarting the Race

Unless the Regulations indicate otherwise, the following conditions will apply to races, which have been stopped prior to their scheduled completion.

- a) If less than two laps have been completed by the leader, the race shall be restarted. All starters in the original start may compete again. No reserve entries will be admitted. The race will be considered a new race and the full time or distance covered.
- b) More than two laps have been completed but less than 75% of the scheduled distance or time. The race shall be deemed to be in two distinct parts. The finishing order and position shall be that as at the end of the lap preceding the showing of the red flag. The distance or time of the second half will be that required to complete the scheduled distance or time. The timekeepers taking the above into account will establish a new starting order. Only those that are still competing at the end of the first part of the event and who arrive at the starting grid under their own power and using an authorized route will be allowed to compete in the second part. No reserve vehicles will be permitted.
- c) If it is impossible, in the opinion of the Stewards of the Meeting, to restart the event, then the Stewards shall declare the event finished and half points shall be awarded unless otherwise stated in the ASR's or Championship/Series articles.
- d) 75% of the scheduled distance or time has been completed: The race will be concluded and there will be no restart.

15. Fuel

15.1 Types of Fuel

The use of Nitrous Oxide (N₂O) is forbidden in all groups and classes. Only air may be mixed with the fuel as an oxidant. Racing gasoline, gasoline, gasohol, diesel, ethanol, natural gas and propane are permitted. Nitro-methane is prohibited. Methanol is prohibited as a primary source of fuel.

15.2 Refueling

No fuel will be allowed in pits and all refueling will be carried out in the paddock, unless specified otherwise. Refueling arrangements and equipment will be inspected to ensure that there is no undue risk of fire and



any faulty equipment will be condemned.

16. Vehicle Log book

- a) Competitors shall present the Vehicle Logbook, listing the particulars and equipment of the vehicle, at time of Technical Inspection.
- b) During Technical Inspection, the Technical Inspector shall note any technical deviations in the vehicle in the vehicle's logbook.
- c) If a Vehicle is damaged during an event, it shall be noted in the logbook.
- d) Competitors who do not have a Vehicle Logbook available shall not delay the inspection of vehicles that have their logbook available, and shall arrange with the Technical Inspector an appropriate time for inspection of their vehicle prior to being accepted for competition.
- e) Vehicle Logbooks are available from the JRDC.

17. Weighing of Vehicles

17.1 Weighing Procedure

The onus is on the competitor to have the vehicle at the legal weight at all times during an event. When called upon to have a vehicle weighed the following shall apply:

- a) Cars shall be weighed under the supervision of the Technical Inspector or his designate on the official scale for the event.
- b) The car shall be presented with its gas tank(s) as close to empty as possible.
- c) All articles which are not an integral part of the vehicle and its equipment shall be removed.
- d) To complete the weight of the car by one or several ballast they shall be strong and of unitary blocks, fixed by means of tools with the possibility to affix seals placed on the floor of the cockpit.
- e) For the purpose of arriving at 'weight' the weight ratios in the Circuit Racing Technical Regulations shall include an additional **180** pounds. (Thus the weight for an MP1 car shall be the **(cc X 1.05) + 180 lbs.** with the driver on- board).

18. Dangerous or Unsuitable Drivers and Cars

18.1 Exclusion

The Promoters reserve the right to exclude either before or during the Meeting any car or driver which they consider to be unsuitable or unsafe.

19. Injury to Drivers during the Race Meet

19.1 Injury

Drivers involved in a collision and/or accident during racing or practice must obtain a clearance from the Chief Medical Officer and Clerk of Course before competing further in the Meeting.



20. Protests

The protest & appeal procedures outlined in these Regulations have to be exhausted before any person may contemplate legal action relating to matters of a sporting nature.

20.1 Protests against a Vehicle.

- a) If a protest is lodged against a vehicle, the protestor shall clearly state the exact regulation(s) alleged to have been violated and shall additionally stipulate the component(s) that are to be inspected.
- b) The protestor shall be required to post a cash bond with the Stewards, the amount of which shall be determined by the Chief Steward, and shall be sufficient to cover the cost of any disassembly, inspection and reassembling by a qualified service technician. Such inspection shall be performed under the supervision of the Stewards or a designate.
- c) If the vehicle found not to conform to these regulations, the cash bond shall be returned to the protestor and the inspection cost shall be borne by the entrant and/or driver of the inspected vehicle. In addition the entrant and/or driver of the inspected vehicle shall be subjected to disciplinary action.
- d) If the vehicle is found to be legal, the protestor will forfeit the cash bond to the Stewards, which shall be used to cover the inspection cost involved. Any amount remaining after costs will be returned to the protestor.

20.2 Reasonableness of Protest

- a) The right to protest allowed in Regulation 20.3 shall be predicated on a protest being well founded. The Chief Steward shall review submitted protests and deem them well founded or not.
- b) Only a competitor can lodge a protest.
- c) A well-founded protest is:
 - i. Reasonable and
 - ii. Logical and
 - iii. Based on relevant facts and
 - iv. Supported by relevant evidence.For clarity, a fact is defined as something that can be proven, and evidence is defined as that which supports fact, logic or reason.
- d) The onus is at all times on the competitor, as the protestor, to establish the exact terms of a protest, and clearly not on the Chief Steward or other officials.
- e) Hearsay, conjecture and unsupported opinion may be considered vexatious. Vexatious is defined as; of little or no significance or importance, annoying, disturbing.
- f) Protests that are deficient in reason, logic, facts or evidence may be deemed as not well founded, and may be denied and the protest fee retained.
- g) Protests that are deemed not well founded may also be vexatious and may be denied. In such instances the protest fee shall be retained, and further penalties may be applied.

20.3 Right of Protest

- a) The right to protest lies solely with the competitor who may consider himself or herself aggrieved by any decision, act or omission of a promoter, organizer, competitor, entrant, official or other person connected with any competition, in which they are taking part.
- b) Nothing in this Regulation shall affect or prejudice the right of any official to take such action deemed proper in any circumstances, regardless of whether a protest has been lodged.
- c) Decisions of any Judge of Fact are not subject to protest.
- d) Decisions of the Chief Steward are not subject to protest, only appeal-able.
- e) A competitor wishing to protest against more than one fellow competitor must lodge as many protests as there are competitors involved in the action concerned.

20.4 Lodging of Protest

Every protest shall be in writing and accompanied by a fee, the amount of which shall be equal to the entry fee of the event. This fee may only be returned if the protest is upheld.



20.5 To Whom Addressed

Protest arising out of an event shall be addressed to the clerk of the course or their assistant if such exists. In the absence of the Clerk of the Course or their assistant such protests should be addressed to any of the Stewards of the meeting.

20.6 Protest Time Limit

- a) Any protest concerning the validity of an entry, qualification of a competitor or vehicle or any other matter that could reasonably be expected to be known before the start of an event must be submitted within 30 minutes after the closing of the technical inspection.
- b) Protests against a handicap or make up of a heat must be lodged at thirty (30) minutes before the start of the competition or heat as the case may be.
- c) The competitor in question shall lodge a protest against a decision of a Technical Inspector or weighing official immediately after such decision has been made.
- d) Protests against any error or irregularity occurring during an event, referring to the non-compliance of vehicles with the regulations and concerning the classification established at the end of an event shall, except in circumstances which the Stewards of the meeting consider as physically impossible, be made within thirty minutes of the official publication of the results on the notice board. The ASR's shall advise competitors in advance of the place and time of such a publication. Should it be impossible for the organizers to publish the official results as stated, they shall issue, at the time and place fixed, accurate details concerning the measures they intend to take regarding the classification.
- e) However, protest time limits for specific types of events (i.e. rally, sprint, dexterity, circuit racing, etc.) may vary and the time limits will be stated in the relevant section of these Regulations.
- f) The Stewards of the event shall treat all protests as urgent.
- g) In the case of a split vote amongst the Stewards of the event, the Chief Steward shall have the casting vote.

20.7 Inadmissible Protest

Protests against decisions made by the Finish Line Judges and Judges of Fact in the exercise of their duties, as lay down in Article 2.5.4h

A single protest against more than one competitor will not be accepted.

20.8 Hearing

- a) The Chief Steward shall hear all protests. All parties concerned shall be given notice of the time, not to exceed 24 hours after the finish of the event, and location of the hearing which shall take place as soon as is practical after the protest is lodged. The hearing shall not be held sooner than 60 minutes after maximum lateness allowed for the last car to arrive at the finish line, in the case of a rally.
- b) Before hearing any protest the Chief Steward shall determine if the protest was submitted in full accordance with these Regulations. Failure of the protester to comply with all of these conditions shall result in the return of the protest without hearing and the retention of the protest fee by the JMMC.
- c) The onus is always on the protestor to properly present a protest, and no claim for lack of knowledge of these Regulations or the ASR's shall be allowed.
- d) Protestors at a hearing shall themselves (or with the assistance of a designated translator if language difficulties exist) state their case in person and are entitled to call witnesses and shall be responsible for the prompt availability of any witnesses called. Should a protestor designate a translator for purposes of stating or arguing a protest, the words of the translator shall be deemed to be those of the protestor.
- e) In the absence of any concerned party or their witnesses, judgment may be made by default.

20.9 Judgment from a Hearing

- a) If judgment cannot be given immediately after the hearing of the parties concerned, they must be advised of the place and time at which the decision will be given.
- b) If the Stewards have reached a decision, the reply shall contain their decision and shall state



- specifically what changes, if any, has to be made to the scoring as a result of the decision.
- c) If the Stewards wish to obtain further evidence (e.g. on the route), the reply shall state that their decision has been deferred.
 - d) If any decision of the Stewards is deferred (as in Article 2.6.8 Item c above), a final ruling shall be presented to the organizer within 48 hours of the end of the event. Any resulting changes in the scoring shall be included in the results (provisional results in the case of rallies).
 - e) If the scores were not posted as specified in the ASR's, or if a protest decision was deferred, the date of a hearing to review any protest submitted hereafter shall be included in the Provisional Results.

These protests shall be limited to scoring matters or those originating from a decision on a deferred protest. The hearing shall be held no later than seven (7) days after the end of the event and shall be closed (i.e. only Stewards shall attend).

At the hearing, the Stewards shall first verify that each protest to be considered was properly submitted with the corresponding fee and shall then rule on it.

The decision of the Stewards shall be presented to the organizers within 24 hours after the hearing and shall state what changes, if any, are to be made to the scoring as a result of the decisions.

The organizers shall then post a second set of Provisional Results for all competitors no later than ten (10) days after the end of the event.

- f) The Chief Steward shall keep a record of all protests and replies and forward it to the CSC for filing in the Protest Register.
- g) All parties concerned shall be bound by the decision reached, subject to the conditions of the appeal laid down in these Regulations but neither the Stewards of the meeting nor the JMMC shall have the right to order that a competition be re-run.

20.10 Publication of the Awards and Prize-Giving

The prize giving shall not begin until at least half an hour has elapsed after the official publication of the results.

A prize won by a competitor against whom a protest has been lodged must be withheld until a decision has been reached on the subject of the protest. Moreover in the event of any protest being lodged whose outcome might modify the classification of the competition, the organizers shall only publish a provisional classification and shall withhold all prizes until a final decision concerning the protest (including appeals) has been reached. However, when a protest may affect only part of the classification, such part as is not affected by the protest may be published definitively, and the corresponding prizes distributed.

20.11 Appeals

- a) Competitors shall have the right to appeal against a sentence or other decision pronounced on them by the Stewards of an event before the CSC. Notice of Intention to Appeal shall be given in writing to the Chief Steward within one (1) hour of the publication of the decision and shall be accompanied by a fee, the amount of which shall be equal to the protest fee.
- b) Notice of appeal shall not affect the validity or operation of any decision, penalty or sentence appealed against. However the Chief Steward if notified of an intention to appeal a decision may permit a competitor to continue in an event if the matter arises during the course of the event. The decision is not appeal-able and in any event the Chief Steward shall order awards, which may be affected by the outcome of the appeal to be withheld pending the decision of the Appeal Board.

20.12 Appeal Time Limits

- a) The appeal itself must be submitted in typewritten form or it shall be denied without further action. It must be submitted to the CSC and must be received within forty eight (48) hours after the decision of the Stewards was handed down.
- b) An appeal properly made may be withdrawn prior to the appointment of the appeal board with the permission of the CSC. The appeal fee less 20%, which is an administration fee, shall be returned



to the appellant.

20.13 Grounds for an Appeal

- a) The grounds for appeal are either the following allegations;
 - i. The Chief Steward has dealt with the case using improper procedures.
 - ii. New substantial evidence or expert testimony relating to the case that was not available at the time of the original protests hearing has become available.
- b) For greater clarity, an appeal will not be allowed for a repeat presentation of the original protest.

20.14 Required Submissions in an Appeal

- a) An appeal shall specify in full:
 - i. The reasons claimed that the Chief Steward acted improperly, clearly indicating which part(s) of any Regulations that are considered to have been enforced in a manner that was not fair or equitable to the appellant.
 - ii. A complete description of any new evidence and/or expert testimony and how it may affect the original protest decision.
- b) Appeals must contain sufficient information to allow the CSC to determine whether or not an appeal shall be heard. Failure of the appellant to do so will result in the forfeiture of the appeal fee.
- c) A list of witnesses that the appellant may wish to call, a description of their involvement in the incident in question, and the general nature of their testimony.
- d) The appeal shall bear the signature of the appellant or an authorized representative of the appellant accompanied by a letter of authorization naming the representative as being able to act on behalf of the appellant.

20.15 Decision to Hear an Appeal

- a) The CSC will make a decision as to whether or not an appeal is well-founded and will be heard by an Appeal Board. Should an appeal not be heard, the appeal fee shall be returned, less 20% which is an administration fee.
- b) It may also be the case that an appeal is deemed vexatious in nature and a decision may be made to deny the appeal on this basis, in which case the entire appeal fee will be forfeited and further penalties may be applied.
- c) Decisions made under this Regulation shall be final and binding upon the appellant and not subject to further action by any party.

20.16 Hearing an Appeal

- a) Subject to the provisions of Regulation 2.7.4, the Appeal Board will provide notice to the appellant indicating the time and place for the hearing. It is incumbent upon the appellant to assemble any witnesses at the appointed place.
- b) The board shall use their best efforts to convene and hear the appeal no later than seven (7) days after a decision to hear an appeal.
- c) At an Appeal Board Hearing all parties concerned are entitled to call witnesses and present evidence. They may present their case personally, or with prior permission to the board submit the case to the Board entirely in writing without personal appearance.
- d) The Appeal Board can hear evidence in any manner it deems appropriate, relevant and necessary.

20.17 Jurisdiction of the Appeal Board

An Appeal Board comprising of at least three (3) people shall be appointed by the CSC, no member of the Appeal Board should have taken part as competitor, official, organizer, promoter or sponsor in the competition concerning the decision to be given, or who have already been directly concerned in the matter under consideration.

20.18 Judgment of the Appeal Board

- a) After considering the material deemed to be relevant, the Appeal Board shall meet privately to reach a decision and prepare a written judgment. The Appeal Board may decide that an existing penalty be nullified, mitigated, affirmed, increased or a different penalty imposed.
- b) The decision of the Appeal Board shall be presented to the organizer within twenty four (24) hours



of final judgment.

- c) The decision of the Appeal Board shall be final and binding on all parties.

20.19 Publication of the Appeal Board Judgment

The JMMC shall have the right to publish or cause to be published a judgment of an appeal and to state the names of all parties involved. The persons or bodies referred to in such a notice shall have no right of action against the JMMC or against anyone printing or publishing said notice.

20.20 Conduct Subsequent to an Appeal Judgment

Any participant who, subsequent to an Appeal Board judgment, discredits or attempts to discredit an Appeal Board judgment and by so doing discredits motor sports generally, the JMMC, promoters, sponsors, or event organizers is subject to a disciplinary hearing.

20.21 Return of Appeals Fees. Costs

In giving a decision on the appeals brought before them, the Appeal Board shall decide, according to the decision, to award the costs, which shall be calculated by the preparation of the case and the meeting of the courts. The costs shall be constituted by these expensed alone, to the exclusion of the expenses or defense fees incurred by the parties.



21. General

21.1 Safety Cars

A Pace/Safety Car, which will be identified by a sign and/or Flasher lights, will be brought into operation to neutralize a race when deemed necessary by the Clerk of the Course. Amber lights or a Yellow Flag will be used at the start line and all flag points will then display yellow flags, which shall be maintained until the Safety Car's intervention is over. Competing cars will line up behind the Safety Car unless signaled otherwise by the Safety Car, overtaking the Pace/Safety Car is forbidden. If signaled to pass the Safety Car, drivers will complete the circuit at reduced speeds without overtaking until reaching the line of cars behind the Safety Car. Whilst the Safety Car is in operation, competing cars may stop at their pit but may not rejoin the track while the Safety Car and the line of cars following it are passing the pit-exit. A car rejoining the track will proceed at reduced speed until it reaches the end of the line of cars behind the Safety Car.

When the Clerk of the Course decides to call in the Safety Car, the Safety Car shall extinguish the lights and proceed to a designated exit from the circuit.

When the Safety Car pulls off the circuit, a green flag or green light will be shown at the start-line. Overtaking is strictly forbidden until the cars pass the green flag or light at the start-line. All flag points will then show the green flag for one lap.

21.2 Prohibited Area

Only such persons and vehicles as may be in the opinion of the Organizers, necessary or essential for the conduct of the Meeting shall be permitted in the restricted areas. Access to such area by any person other than those for whose use passes are specifically issued or misuses of such passes may result in disciplinary action against any driver/entrant concerned.

21.3 Circuit Advertising & Promotional Activity

Erection of signs at the circuit during the meeting by drivers/entrants or their Sponsors is not permitted without the prior approval of the Organizers. All advertising banners and/or hoardings shall be in place before official practice commences. Once official practice has commenced there shall be no more banners or hoardings erected without the specific written approval of the Stewards and Clerk of Course.

21.4 Official Notice Boards

The location of the Official Notice Board shall be stated in the ASR's.

21.5 Official Time of Day

The Chief Steward will keep the Official Time of Day.

21.6 Race Programme

The race programme will be in accordance with the ASR's.

22. Points and Awards

22.1 Championship Points

Driver Race finishing points will each be awarded in each class as follows:

	RACE 1	RACE 2	RACE 3
Position	Points	Points	Points
1 st	10	10	10
2 nd	7	7	7
3 rd	5	5	5
4 th	3	3	3
5 th	2	2	2
6 th	1	1	1

2 Points for qualifying on Pole Position.

22.2 Race Finishing, Scoring and Awards

- To qualify as a race finisher, a competing vehicle must have completed no less than seventy five percent (75%) of the total race laps run by the class leader at the end of the race and shall also be running at the finish.
- Only race finishers are eligible to receive points for a race.
- In case of a tie in series point standings, the tie shall be resolved according to the record of first place finishes, and then if necessary, seconds, thirds, and so on. If a tie still exists after this process a tie shall be declared and awards made accordingly.
- In the case of a 2-race format**, the points shall be split and for trophy purposes the highest cumulative points for the day will be the trophy winner. Ties shall be broken according to qualifying position. **The second race shall be started in order of the first race fastest lap times.**
- In the case of a 3-race format**, the 2nd race shall be a reverse grid. **The reverse grid will be generated from the fastest lap time from the classified finishers from 1st race. Competitors not classified or not entering the 1st race will start at the rear of the grid or from pit lane, as appropriate. The grid for the 3rd race shall be determined by fastest lap time from each of the competitors in race 2.**
- Penalties for Breaking the IP Class Time Bracket are as follows:
Bracket racers will be ejected from any bracket immediately upon posting a lap time faster than the bracket in which they are entered in, during official qualifying and race. They will not be awarded any points and will be moved to the next higher bracket. (The bracket is intended for racers who do not exceed the fastest bracket time allotted for the respective bracket they are racing in with their current skill level and equipment).

23. Driver Qualification/matriculation

23.1 A Competition Accreditation Committee (CAC) shall be established by the board of the JRDC. The committee is comprised of three (3) to five (5) members (including the SS coordinator). The CAC is constituted to give final verdict on the eligibility of competitors for acceptance to compete in JRDC events. This committee oversees the sporting principles and interprets the letter and spirit of the sporting regulations.

23.2 All new competitors must matriculate through the Super Street (SS) program (see SS regulations).



- a. Drivers who have not held a racing license from any FIA sanctioned body must complete the SS Driver Clinics and compete in the SS class for their three (3) mandatory speed events in order to qualify for entry into JRDC events.
- b. Drivers who have held a racing license from any FIA sanctioned club and have raced in competition may be offered an exemption to successfully complete the clinic without competing in all of the three events (subject to sign-off by CAC).

23.3 Competitors must receive unanimous approval from Competition Accreditation Committee (which must include a vote from the SS coordinator).

24 SS coordinator signature is required on the entry form before the car is scrutineered for entry for all SS competitors. Drivers in SS may be eligible for championship points and other awards for a maximum of two continuous years of competition in the class.

24. Championship

24.1 A championship season is comprised of a maximum of twelve (12) races per class per season. Each championship shall be determined by the middle 10 of the 12 races. That is, the best and worst points scoring events are not tallied. This formula applies to all championships except the Team Championship (where all points are tallied for all applicable events and drivers).

24.2 Class Championship

24.2.1 Class Championship points may be accumulated based on points scored for any class entered by any competitor throughout the competition year providing the competitor is a JRDC member.

24.2.2 A driver who accumulates the most points for any single class in a single competition year is declared class champion

24.2.3 Where there is a tie for points, the tie-breaker is determined in favour of the driver with more top finishing positions (most first place, most second place etc.)

24.3 **Team Championship** - A special award is given for the most successful support team each season. The championship is intended to acknowledge the hard work of the crew that develops, prepares, services and maintains the winning drivers who are acknowledged in the driver championships

24.3.1 Team championship points are accumulated as the contribution of total points scored by each of the members in a single racing event

24.3.2 Each team must register by a team name no less than seven (7) days before the racing event.

24.3.3 Each team must nominate a team principal

24.3.4 Each team must nominate no more than three named participating drivers. Cars need not be registered and may be changed depending on driver entry.

24.3.5 Drivers may be substituted during the season providing the registration requirements are met (submitted in writing seven days prior to the event). In any circumstance, the points previously accumulated remain a part of the team tally.

24.3.6 Each team may have all drivers competing in a single category (example IP or MP) but may have no more than a single driver in each IP or MP class (example IP1, or MP2) in any single race meet.

24.3.7 A driver may nominate one car per race meet for points to contribute toward team championship. Where a substitute car was duly registered and scrutineered, the substitute may be used to score points as long as the main car will score no further points in that event.

24.3.8 The championship is awarded to the team principal on behalf of the support crew.

24.4 **National Driver Championship** - The JRDC National Driver Champion is the driver who accumulates the most championship points from any MP or TS class in a single season.



24.4.1 A Driver championship class needs not be declared. The higher points tally for each driver from MP or TS championship points will be assessed in determining the National Driver champion.

24.5 **Meet Championship** - The driver who accumulates the most points from any MP or TS class in an event.

24.6 **IP Championship** – IP cars do not qualify for overall Driver Championship points. A Special IP Championship is awarded to the IP/SS driver who accumulates the most points in any IP/SS class for a season.