JAMAICA RACE DRIVERS CLUB

JRDC MOTORSPORT REGULATIONS

APPENDICES

These appendices provide diagrams, examples and reference material supporting the JRDC Technical Regulations and General Sporting Regulations.

Illustrations contained in the Appendices are provided for explanatory purposes only and shall not be interpreted as expanding or modifying the written regulations.

APPENDIX A

ROLL CAGE DIAGRAMS

The following diagrams illustrate recommended roll cage configurations in accordance with FIA safety cage design principles.

Competitors are strongly encouraged to follow these design patterns when constructing roll cages.

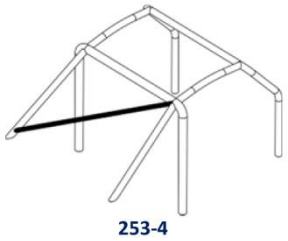


Diagram 253-4

Basic safety cage with single diagonal member.

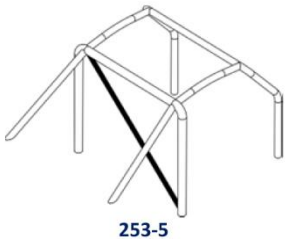


Diagram 253-5

Safety cage with rear stays and diagonal bracing.

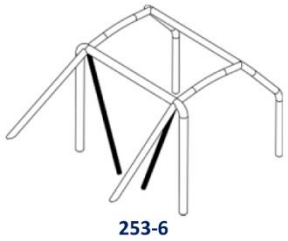


Diagram 253-6

Safety cage incorporating additional longitudinal reinforcement members.

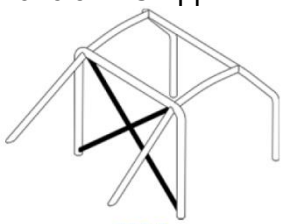


Diagram 253-7

Safety cage with dual diagonal members for increased torsional rigidity.

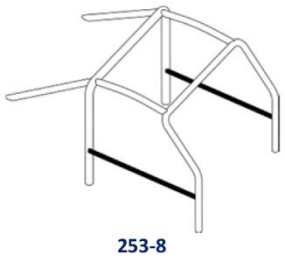


Diagram 253-8

Door bar configuration with crossed side protection.

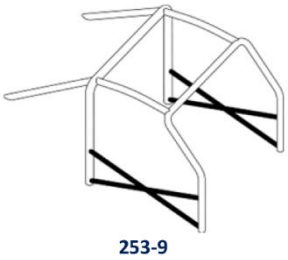


Diagram 253-9

Door bar configuration with parallel side protection members.

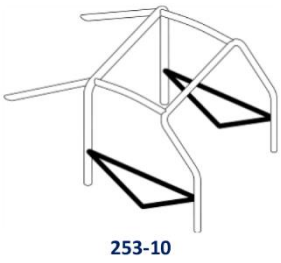


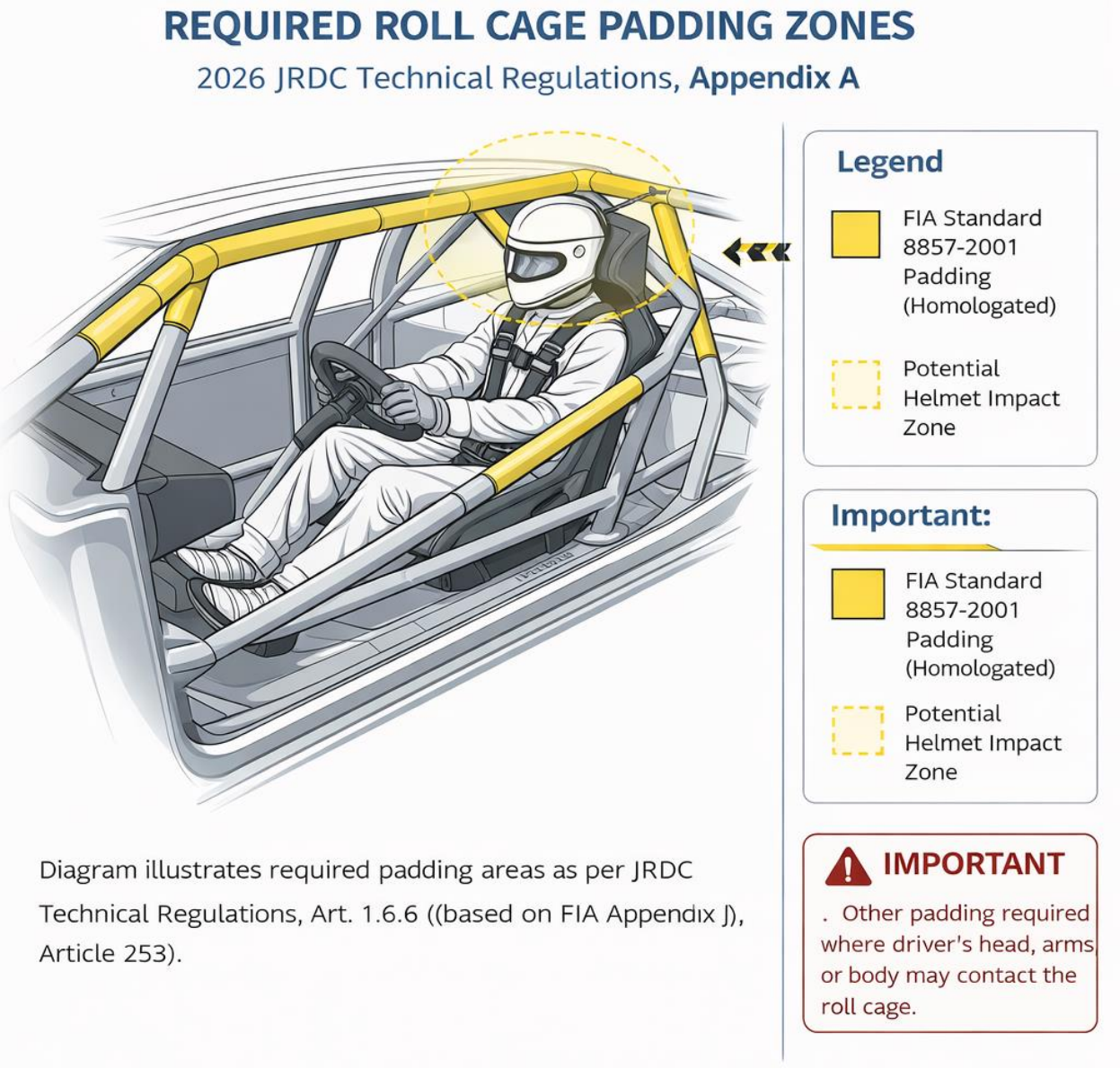
Diagram 253-10

Alternative door bar configuration suitable for vehicles with limited interior clearance.

Where diagrams conflict with written technical requirements, the written Technical Regulations shall take precedence.

Roll Cage Padding

Roll Cage Padding Zones Diagram.



APPENDIX B

PRACTICAL APPLICATION OF REGULATIONS

Example 1 — Improved Production Weight Calculation

Vehicle: 2000 cc naturally aspirated engine

Class: IP2

Weight factor: 0.95 lbs. per cc

Calculation:

2000 × 0.95 = 1900 lbs.

Add driver allowance:

1900 + 180 lbs. = 2080 lbs.

Minimum race weight = 2080 lbs. including driver.

Example 2 — Staggered Grid Calculation

Circuit: Dover Raceway

Race distance: 8 laps

Class index times:

- IP1 — 1:37
- IP2 — 1:32
- IP3 — 1:27

Difference between classes:

- IP1 to IP2 = 5 seconds
- IP2 to IP3 = 5 seconds

Using Method H2 (Finish Equalization):

Stagger = time difference × number of laps

- IP2 start delay = 5 × 8 = 40 seconds

- IP3 start delay = 10 × 8 = 80 seconds

Start sequence:

- IP1 start: 00:00
- IP2 start: +40 seconds
- IP3 start: +80 seconds

Example 3 — Tyre Replacement

Class: IP2

Weekend tyre limit: 4

If a tyre is punctured during qualifying:

- Technical Inspector may authorize up to 2 replacements.

Maximum tyres permitted:

- 4 original tyres
- + 2 authorized replacements

Total possible tyres used: 6

Example 4 — Race Classification

Race distance: 8 laps

Winner completes: 8 laps

75% requirement:

8 × 0.75 = 6 laps

Example 5 — Red Flag Restart

Race distance: 8 laps

Red flag at lap 3.

Since more than two laps but less than 75% distance completed:

- Race is split into two parts.
- Grid for restart determined by finishing order of Part 1.

Appendix C — Grid Formation Diagrams

Grid Layout Example.

START GRID

IP1 ROWS

- P1 P2
- P3 P4
- P5 P6

(36–40 second delay)

IP2 ROWS

- P1 P2
- P3 P4
- P5 P6

(36–40 second delay)

IP3 ROWS

- P1 P2
- P3 P4
- P5 P6

Each class receives its own standing start signal.

Race control procedure:

IP1 – FORMATION COMPLETE

30 sec board

5 sec board

START

36 / 40 sec countdown

IP2 – START

Appendix D — Flag Signals

In circuit racing, flags are used by track officials to communicate with drivers and manage the race. Each flag has a specific meaning, indicating track conditions, potential hazards, or the status of the race itself.

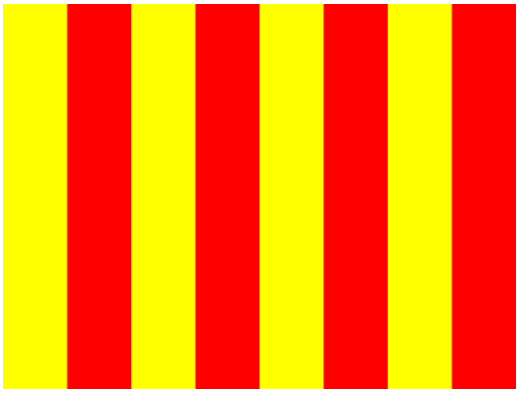
Green Flag

The solid green flag is usually displayed by the starter to indicate the start of a race. During a race, it is displayed at the end of a caution period or a temporary delay to indicate that the race is restarting. When shown at a marshalling post, a green flag may indicate the end of a local yellow-flag zone.

Yellow Flag

The solid yellow flag, or caution flag, universally requires drivers to slow down due to a hazard on the track, typically a crash, a stopped car, debris or light rain. A yellow flag displayed at the starter's stand or a marshal station indicates that there is a hazard "downstream" of the station.

Red & Yellow Striped Flag

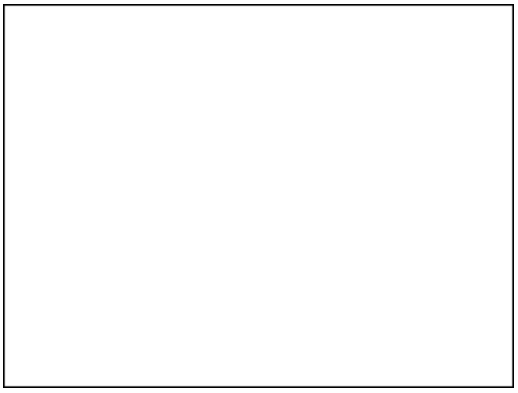


The red and yellow striped flag or surface flag is displayed stationary at local flag stations to indicate that track surface conditions have changed due to substances, or minor hazard on the track which could reduce grip or cause a car to lose control.

Red Flag

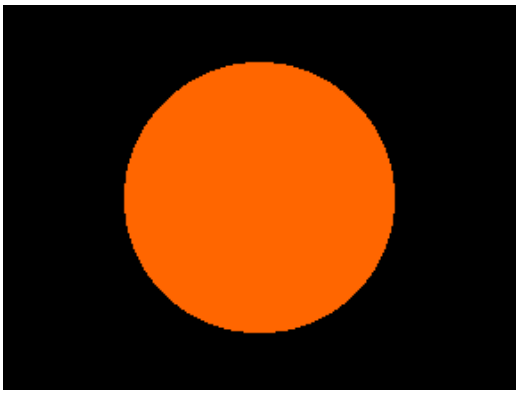
The solid red flag is displayed when conditions are too dangerous to continue the session. Depending on the circumstances, the cars are typically directed to proceed immediately to pit road, or to stop at a specific spot on the track. In some severe cases the cars might be required to stop immediately where they are.

White Flag



The solid white flag indicates the presence of an official's car such as ambulance, fire truck, etc. or a competitor moving at below normal speed in the section of track covered by the flag station. A waved white flag displayed at the starter's stand may indicate the start of the final lap of the race.

Black Flag with Orange Disc

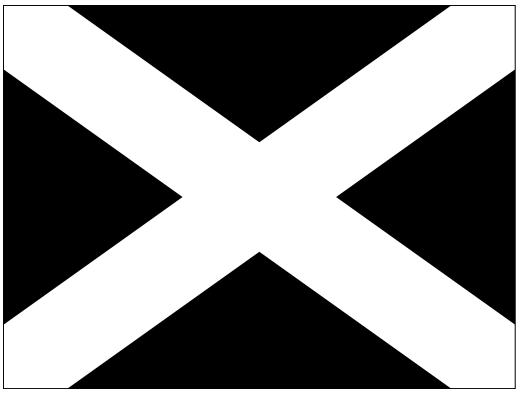


A mechanical black flag is a black flag with an orange disc in its center which indicates that a vehicle is being summoned to the pits due to serious mechanical problems or loose bodywork that presents a risk to other competitors. At some road racing events, it is used to summon the vehicle to the pits to inform the driver of violation "maximum sound levels". Also known as the "meatball" flag.

Per-Bend Black-White Flag

A diagonally divided black-and-white flag is displayed with a car number to indicate a warning for unsportsmanlike conduct. This flag can be displayed if a car tries to intentionally drive another car off the course, or if a driver gets out of their car and initiates an altercation with another driver. The black and white diagonal flag can also mean a warning to a driver for exceeding track limits.

Black Flag with White Cross

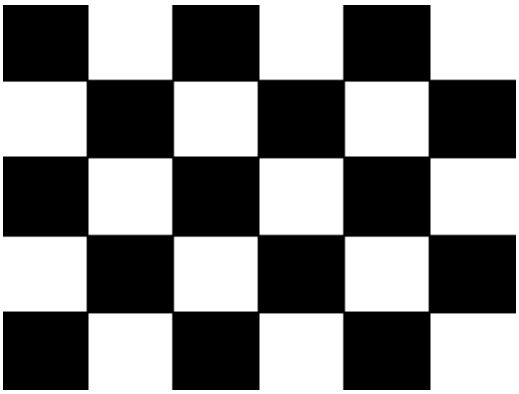


A black flag with a white saltire is displayed with a car number if a driver ignores the other black flags for an extended period and also it indicates that that car is no longer being scored.

Blue Flag

A light blue flag informs a driver that a faster car is approaching and that the driver should move aside to allow one or more faster cars to pass. The steady blue flag is displayed when a faster car is approaching, the blue flag is waved when the faster car is about to overtake.

Chequered Flag



The chequered flag (or checkered flag) is displayed at the start-finish line to indicate that the race is officially finished.

Appendix E — Safety Equipment Reference

Driver safety equipment requirements are defined in JRDC Technical Regulations Part 1.23.

This appendix provides reference material only and does not replace the mandatory provisions of the Technical Regulations.