



JAMAICA RACE DRIVERS CLUB

JRDC MOTORSPORT REGULATIONS

GENERAL SPORTING REGULATIONS

The General Sporting Regulations form part of the JRDC Motorsport Regulations and shall be read in conjunction with the JRDC Technical Regulations and the JRDC Definitions document.

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GOVERNING PRINCIPLES

These regulations shall be interpreted in accordance with the principles of safety, fairness, and the spirit of motorsport.

In the event of ambiguity, omission, or dispute concerning the interpretation of these regulations, the Stewards of the Meeting shall have the authority to interpret and apply the regulations in a manner consistent with their intent and the safe conduct of the event.

Safety considerations shall take precedence over sporting or administrative provisions.

Interpretations made by the Stewards for the purpose of the safe and fair conduct of an event shall remain binding for that event.

Interpretations issued by the Stewards during an event shall not establish precedent for future events.

No competitor may rely on the absence of a specific prohibition to justify a technical or sporting configuration which is clearly inconsistent with the purpose or intent of these regulations.

Where a situation arises that is not specifically covered by the written regulations, the Stewards of the Meeting may issue a ruling or directive necessary to ensure the safe and fair conduct of the event.

Such rulings shall apply for the duration of the event and may be incorporated into future revisions of the regulations.



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These principles apply to the JRDC General Sporting Regulations, the JRDC Technical Regulations, and any Supplementary Regulations issued for an event.

Supplementary diagrams, illustrative examples and reference materials are contained in the document titled “JRDC Motorsport Regulations Appendices”.

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PART 1 — ADMINISTRATION

1.1 Jurisdiction

International Race Meetings shall be held under the provisions of the JRDC General Sporting Regulations and their appendices and schedules, incorporating where necessary the provisions of the FIA International Sporting Code.

National Race Meetings shall be held under the provisions of the JRDC General Sporting Regulations and the JRDC Technical Regulations together with any applicable Supplementary Regulations or Championship Articles.

1.2 Application of Regulations

These Regulations apply to all Race Meetings regardless of status.

Unless otherwise stated, all event-specific parameters shall be defined in the Supplementary Regulations.

1.3 Competition License Requirements

Persons participating in any race meeting must hold the appropriate competition licence as required by the JRDC.

1.4 Right of Entry Refusal

Notwithstanding possession of a competition license, the JRDC reserves the right to reject any entry where other requirements are not met.

This may include, but is not limited to, bans or suspensions from competition or participation in club activities.

1.5 Hierarchy of Regulations

In the event of a conflict between regulations the following hierarchy shall apply:

- a) Supplementary Regulations (ASRs) for the event
- b) JRDC Technical Regulations
- c) JRDC General Sporting Regulations

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The Technical Regulations shall govern all matters relating to:

- vehicle construction
- vehicle classification
- technical specifications
- safety equipment

No provision of the General Sporting Regulations shall override a technical specification or class eligibility requirement defined in the Technical Regulations unless explicitly stated in the Supplementary Regulations.

The General Sporting Regulations govern:

- event administration
- race procedures
- driver conduct

Where international events are conducted under the FIA International Sporting Code, those provisions shall apply except where specifically modified by these regulations or by Supplementary Regulations.

1.5A Safety Precedence

Notwithstanding any other provision of these regulations, the mandatory safety requirements contained in Part 1 of the JRDC Technical Regulations shall take precedence in determining whether a vehicle may be permitted on the racetrack.

No vehicle shall participate in practice, qualifying or races unless:

- it complies with the mandatory safety requirements of the Technical Regulations; and
- it has successfully passed Technical Inspection.

1.6 Authority of the Stewards

The Stewards of the Meeting shall have the final authority for the interpretation and enforcement of these regulations during an event.

Such interpretations shall remain binding for the duration of the event unless overturned by the governing body.

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The Stewards may impose penalties, exclusions or other sanctions in accordance with these regulations and the Supplementary Regulations.

Unless otherwise specified, the Clerk of the Course may exercise discretion in the application of these regulations.

1.7 Definitions

Unless otherwise defined within these regulations, terms used in the JRDC General Sporting Regulations shall have the meanings assigned to them in the JRDC Motorsport Definitions document.

Where a term is defined both within these regulations and within the JRDC Motorsport Definitions document, the definition contained in these regulations shall take precedence for the purposes of sporting administration.

PART 2 — ENTRIES

2.1 Entries, Dates and Fees

Dates and fees for entries must be stated in the event documentation.

2.2 Number of Entries

Maximum entries shall be limited to the number of vehicles permitted by the circuit licence for that category of vehicle, or as otherwise specified in the Supplementary Regulations.

2.3 Cancellation of Race

The organizers reserve the right to cancel any race provided that provisions for doing so are included in the Supplementary Regulations or in circumstances of Force Majeure.

2.4 Driver or Vehicle Changes

Unless specifically prohibited by the Supplementary Regulations or by the Articles of any Championship for which an organizing permit has been issued, an entrant may, up to thirty (30) minutes prior to the commencement of any race, with the written approval of the Clerk of the Course:

- a) Nominate or change the driver nominated to drive the entrant's vehicle in the race.

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b) Change the vehicle entered in the race.

2.5 Dual Driver Entries

Unless otherwise specified in the Supplementary Regulations, only one driver per vehicle may be nominated, except where a vehicle is entered in more than one category or formula of competition.

2.6 Conditional Acceptance

If the number of entries exceeds the maximum number of starters permitted, the organizers reserve the right to accept entries conditionally.

Organizers may accept entries on such conditions as they deem appropriate.

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 may be paid at the discretion of the Organizing Committee.

Applications for refunds must be received by the Race Secretary no later than twenty-eight (28) days after the meeting.

2.8 Vehicle Identification and Competition Numbers

Each competing vehicle shall display its assigned competition number in accordance with the Technical Regulations.

Competition numbers must correspond with the official entry list and starting grid published by the organizers.

PART 3 — REGISTRATION AND TECHNICAL INSPECTION

3.1 Registration

Entrants and competitors must present themselves at registration for verification of:

- competition licenses
- club membership

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- entry documentation

Competitors are required to sign the relevant waivers and declarations.

3.2 Technical Inspection

Entrants and competitors must present their vehicles and driving equipment for Technical Inspection.

Technical Inspection constitutes a verification of compliance at the time of inspection. Ongoing compliance remains the responsibility of the entrant and driver in accordance with the Technical Regulations.

3.2A Verification of Class Eligibility

The eligibility of each vehicle for a particular class shall be determined during Technical Inspection in accordance with the JRDC Technical Regulations.

The Technical Inspector shall verify that the vehicle complies with the technical requirements applicable to the class in which it is entered.

Only vehicles confirmed as eligible shall be permitted to participate in qualifying sessions or races.

Transmission eligibility, including restrictions on sequential gearboxes, is governed by the Technical Regulations.

3.3 Authority of the Technical Inspector

The Technical Inspector, acting under the authority of the Clerk of the Course and the Stewards of the Meeting, is responsible for verifying compliance with the Technical Regulations.

The Technical Inspector may:

- inspect vehicles
- seal components
- weigh vehicles
- measure components
- impound vehicles or parts

for the purpose of determining technical compliance.

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The Technical Regulations define the technical specifications applicable to vehicles, while the General Sporting Regulations establish the procedures and authority for enforcement.

Technical compliance determinations made by the Technical Inspector may be reviewed only by the Stewards of the Meeting.

Fuel compliance may be verified through inspection or sampling at any time during the event.

3.3A Tyres and Tyre Allocation

Tyre eligibility, allocation limits and treadwear requirements are defined in the Technical Regulations.

The Technical Inspector or designated official may:

- mark tyres for identification
- authorize tyre replacements within limits specified in the Technical Regulations

Any authorized tyre replacement shall be recorded in the vehicle logbook or scrutineering records.

3.4 Advertising

Advertising decals required by the organizers shall be specified in the Championship Articles or Supplementary Regulations.

Failure to display required decals may result in the forfeiture of championship points.

Advertising on vehicles must be in good taste and must not interfere with mandatory identification markings.

3.5 Accident Damage and Inspection

Any vehicle sustaining damage during practice or racing may be black-flagged and required to return to the pits for inspection by the Technical Inspector.

Following repairs, the vehicle may rejoin the session only with the approval of the Clerk of the Course.

The Technical Inspector may impound damaged vehicles for examination.

3.6 Driver Safety Equipment

All drivers must wear safety equipment including:

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- helmet
- fire-resistant suit
- gloves
- footwear
- head-and-neck restraint device where required

Compliance shall be verified during Technical Inspection.

Roll cage requirements are specified in Technical Regulations Part 1.6 — Roll Cages and are not mandatory for Super Street (SS-N and SS-T) classes unless otherwise specified in the Supplementary Regulations.

PART 4 — DRIVERS' BRIEFING

4.1 Driver Briefing

The time, location and format of the drivers' briefing shall be published in the official event documentation.

The Clerk of the Course or their nominee may brief drivers on:

- important safety matters
- event procedures
- regulatory clarifications

Additional briefings may be called during the meeting and will be announced via the Official Notice Board.

4.2 Mandatory Attendance

Attendance at the drivers' briefing is mandatory.

All competitors or their nominated representatives must sign the attendance register.

Competitors failing to attend the briefing may be subject to penalties.

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PART 5 — QUALIFYING / PRACTICE

5.1 Schedule

The schedule for qualifying sessions, practice sessions and races shall be published in the official event documentation.

5.2 Qualifying

After qualifying, the starting grid for Race 1 shall be determined as follows:

5.2.1 Grid Determination

Fastest legal qualifying lap time.

Drivers who participate in qualifying but fail to record a lap time shall start at the rear of the grid.

Drivers who fail to participate in the qualifying session shall start behind competitors who participated in qualifying.

5.3 Non-Qualifying Drivers

Drivers who fail to appear for qualifying and who have never previously competed on the circuit may be permitted to race at the discretion of the Clerk of the Course.

Such permission must:

- be issued in writing
- specify the driver's grid position

Drivers granted such permission shall start behind competitors who recorded qualifying times.

The decision of the Clerk of the Course shall be final.

5.4 Discretionary Practice

In exceptional circumstances the Clerk of the Course, with the approval of the Stewards, may permit additional untimed practice sessions.

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5.5 Timing Devices and Radio Communication

Competitors in Improved Production (IP) and Super Street (SS) classes shall not use:

- onboard lap timing devices
- remote lap timing systems
- radio communication or signaling between driver and crew

during qualifying sessions or races unless specifically authorized in the Supplementary Regulations.

This restriction does not apply to the official timing system used by the organizers to record lap times and determine:

- starting positions
- race classification
- bracket compliance.

PART 6 — STARTING POSITIONS

6.1 Eligibility for Grid Position

Only vehicles confirmed as eligible for their declared class may appear on the starting grid for that class.

6.2 Determination of Starting Positions

Vehicles must also comply with the eligibility provisions of Technical Regulations Part 2.1A.

Starting positions may be determined by one of the following methods:

- Fastest single lap time achieved during qualifying.
- Finishing order from a preceding qualifying race or session.
- Handicap system.
- Current championship standings.
- Method specified in Championship or Series Articles.
- Special approval of the Clerk of the Course.

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6.3 Default Method

Unless otherwise stated in the Supplementary Regulations or Championship Articles, qualifying lap times shall determine starting positions.

6.4 Valid Qualifying Times

Only lap times recorded by a driver in an eligible vehicle for that class shall be considered valid qualifying times.

6.5 Equal Lap Times

If identical lap times are recorded during qualifying, priority shall be given to the driver who achieved the time first.

6.6 Notification of Grid Positions

Starting positions shall normally be published at least thirty (30) minutes prior to the race start.

Where a race immediately follows another event influencing the grid order, positions shall be published as soon as practicable.

6.7 Publication

Display of the starting grid on the Official Notice Board shall constitute official notification to competitors.

Drivers must confirm their assigned starting position.

6A GRID FORMATION METHODS

The starting grid shall be determined using one of the following methods, as specified in the Supplementary Regulations.

Unless otherwise stated, Method A shall apply.

METHOD A — QUALIFYING TIME GRID

The starting grid shall be determined by the fastest lap time recorded by each driver during the official qualifying session.

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The driver recording the fastest qualifying lap shall start from pole position.

The remaining grid positions shall be arranged in descending order of qualifying lap times.

METHOD B — FASTEST LAP OF PREVIOUS RACE

The starting grid shall be determined by the fastest lap time recorded by each driver during the preceding race.

The driver recording the fastest lap shall start from pole position.

Drivers who fail to record a lap time shall start at the rear of the grid in the order determined by the Clerk of the Course.

METHOD C — REVERSE GRID

The starting grid shall be determined using the fastest lap times recorded during the previous race.

The order shall then be reversed for a number of positions specified in the Supplementary Regulations.

Drivers outside the reversed positions shall start in their normal order based on fastest lap times.

METHOD D — CHAMPIONSHIP STANDINGS

The starting grid shall be determined by the current Championship standings.

The championship leader shall start from pole position.

Drivers not appearing in the championship standings shall start at the rear of the grid.

METHOD E — HANDICAP GRID

Starting positions shall be determined by a handicap system established by the Clerk of the Course or the organizers.

The method used to determine the handicap shall be published in the Supplementary Regulations.

METHOD F — RANDOM DRAW

Starting positions shall be determined by random draw conducted by the organizers.

The procedure shall be described in the Supplementary Regulations or at the drivers' briefing.

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METHOD G — REVERSE CHAMPIONSHIP GRID

The top positions in the Championship standings, as specified in the Supplementary Regulations, shall be reversed to determine the starting grid.

All remaining drivers shall start in their normal championship order.

METHOD H — STAGGERED GRID (IMPROVED PRODUCTION CLASSES)

For races involving multiple Improved Production (IP) time-bracket classes, the starting grid may be arranged using a staggered start based on the designated class index lap times.

All classes shall start using a standing start procedure.

The starting order of classes shall be:

1. IP1
2. IP2
3. IP3

The time interval between class starts (the “stagger”) shall be calculated using the difference between the class index lap times.

Two stagger calculation methods may be used. The applicable method must be specified in the Supplementary Regulations.

When Method H (Staggered Grid) is used, the race shall always begin with standing starts for each class.

Rolling starts shall not apply.

METHOD H1 — Penultimate Lap Equalization

The stagger shall be calculated such that vehicles from each class are expected to converge on the start/finish line at approximately the same time at the beginning of the penultimate lap.

The stagger shall be calculated as follows:

$$\text{Stagger} = (\text{Class Index Time Difference}) \times (\text{Number of Laps} - 1)$$

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METHOD H2 — Finish Equalization

The stagger shall be calculated such that vehicles from each class are expected to converge on the start/finish line at approximately the same time at the finish of the race.

The stagger shall be calculated as follows:

$$\text{Stagger} = (\text{Class Index Time Difference}) \times (\text{Number of Laps})$$

The class index time difference is defined as the difference between the official index lap time of the slower class and that of the faster class.

The Clerk of the Course shall determine the final stagger intervals and publish the start procedure prior to the race.

All competitors must maintain their assigned class grid positions until the starting signal for their class is given.

If the calculated stagger is considered unsafe or impractical for the circuit layout or race distance, the Clerk of the Course may adjust the stagger interval with the approval of the Stewards.

If the Supplementary Regulations do not specify a grid formation method, Method A (Qualifying Time Grid) shall automatically apply.

PART 7 — ASSEMBLY / WARM-UP

7.1 Dummy Grid Assembly

Vehicles shall assemble on the dummy grid in starting order under the direction of the Grid Marshal.

Competitors must ensure their vehicle reaches the dummy grid before the warm-up lap.

7.2 Release to Warm-Up Lap

Vehicles shall be released from the dummy grid directly onto the circuit for a single warm-up lap.

If weather conditions change between practice and the race, the Clerk of the Course may authorize an additional warm-up lap.

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7.3 Late Arrival

Once the final vehicle has been released from the dummy grid, track entry points shall be closed.

Late arriving vehicles must:

- start from the pit exit
- join the race only after the start signal.

The Judge of Fact shall determine lateness.

7.4 Safety During Warm-Up

Practice starts are prohibited.

Weaving across more than 50% of the track width during the warm-up lap is not permitted.

Drivers creating a safety hazard may be penalized.

7.5 Yellow Flag Condition

A full-course yellow flag condition shall apply during the warm-up lap until the race start.

PART 8 — STARTS

8.1 Standing Starts

Once the pole position vehicle is correctly positioned on the grid, the 30-second board may be displayed to signal the start procedure.

Five seconds before the start signal, a five-second board may be shown.

The race shall start when the green flag or green light is displayed.

8.2 Grid Starts by Lights

Where starting lights are used:

- Red lights shall be illuminated for not less than 4 seconds and not more than 7 seconds.
- The start shall occur when the green light is displayed.

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If an amber light is displayed after the red light, the start shall be considered delayed.

8.3 Starting Failure

Any driver unable to start shall signal this by raising an arm.

The Starter shall take appropriate action.

8.4 False Start

Any vehicle which:

- crosses the grid line before the starting signal, or
- moves forward when the signal is given

shall be deemed to have made a false start and may be penalized.

8.5 Rolling Starts

Where a rolling start is used:

1. The field shall follow the Safety/Pace Vehicle.
2. Vehicles must maintain their grid positions.
3. The Safety Vehicle shall extinguish its lights and leave the circuit before the start line.
4. Drivers shall maintain formation until the starting signal.

8.6 Start Abort

If the Starter determines the formation is unsatisfactory, the starting signal shall not be given and the field shall complete another lap.

8.7 Delayed Start

If the start cannot proceed as scheduled, the Red Flag shall be displayed.

The starting procedure shall recommence once the issue is resolved.

8.8 Pit Lane Starts

Vehicles missing the dummy grid release must start from the pit exit with the approval of the Pit Marshal.

8.9 Multi-Part Events

To start in a subsequent part of a multi-part event, a driver must have come under Starter's Orders in the previous part unless otherwise stated.

8.10 Pit Wall Safety

During the start of a race, the pit wall must remain clear of personnel except authorized officials.

PART 9 — PIT REGULATIONS

9.1 Assistance

Drivers may receive assistance only in the pits or paddock and only from officials or authorized personnel.

9.2 Refueling

Refueling is prohibited during races unless explicitly permitted in the Supplementary Regulations.

Refueling during practice or qualifying may only be conducted in the paddock area unless otherwise authorized by the Clerk of the Course.

For long-distance events involving refueling, driver changes, or vehicle service, the Supplementary Regulations shall define the specific procedures.

9.3 Pit or Paddock Entry

A driver intending to leave the circuit or enter the pit or paddock area must clearly signal their intention in sufficient time and ensure that it is safe to do so.

9.4 Driving Direction

No competing vehicle may be driven against the direction of the race except for the minimum distance required to remove it from a dangerous situation and only under official supervision.

9.5 Pit Lane Exit

Vehicles may leave the pit lane only when the Pit Marshal gives the signal.

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PART 10 — TRACK REGULATIONS

10.1 Speed Limit

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

10.2 Leaving the Track

A vehicle that leaves the track with all four wheels beyond the track limits must rejoin the circuit at the nearest safe location without gaining an advantage.

10.3 Stopping on Track

If a driver is forced to stop the vehicle, it must be moved off the racing surface as quickly as possible.

The driver must then move to a safe location.

If officials move the vehicle for safety reasons and the driver subsequently restarts without assistance and without gaining advantage, the driver may continue.

10.4 Prohibited Stopping

A vehicle capable of continuing under its own power must not stop on the track or verge and must proceed to the pits or paddock.

10.5 Pushing to Safety

A vehicle may be pushed only the minimum distance required to remove it from a dangerous position, and only under official supervision.

10.6 Pushing Across the Finish Line

Pushing a vehicle across the finish line by the driver or by another competing vehicle is prohibited and will result in exclusion, except where permitted under safety provisions.

10.7 Direction of Race

All races shall be conducted in the direction specified in the circuit license.

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10.8 Finish Line

The finish line shall be marked on the circuit and shall not extend beyond the track boundaries, except where specified otherwise.

10.9 Driver Conduct

Drivers must operate their vehicles at all times in a manner consistent with safe competition.

Penalties for unsafe conduct may include:

- time penalties
- drive-through penalties
- stop-go penalties
- exclusion

as determined by the Stewards of the Meeting.

10.10 Visibility and Rain Lights

In conditions of poor visibility or inclement weather, the Clerk of the Course may require the use of rear rain lights.

Lighting systems must comply with the requirements specified in the JRDC Technical Regulations.

PART 11 — FLAG SIGNALS

11.1 Flag Signals

Officials shall communicate instructions to drivers through the following signals.

National Flag / Green Flag or Green Light

At the start line: Start of race or session.

Blue Flag

Stationary: A faster vehicle is approaching.

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Waved: A faster vehicle is attempting to overtake. The driver must allow the pass safely.

White Flag

Indicates the presence of a slow-moving vehicle on the track.

Yellow Flag

Signal of danger — no overtaking permitted.

Stationary: Hazard beside the track.

Waved: Hazard on the track.

Double Waved: Track partially or completely blocked — drivers must be prepared to stop.

Overtaking is prohibited from the point where the yellow flag is displayed until the driver passes the green flag marking the end of the danger zone.

Yellow Flag with Red Stripes

Indicates a deterioration of track adhesion, typically due to oil or debris.

Green Flag

Indicates that the track is clear and normal racing conditions may resume.

Red Flag

Indicates the race or practice session has been stopped.

Drivers must:

- reduce speed immediately
- proceed with caution to the grid or pits
- be prepared to stop if instructed.

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Black Flag with Orange Disc

Indicates a mechanical problem with the vehicle.

The driver must report to the pits on the next lap.

Black and White Diagonal Flag

Warning for unsportsmanlike driving behavior.

Further offenses may result in the black flag.

Black Flag

The driver must return to the pits immediately and report to the Clerk of the Course.

Black Flag with Time Penalty Board

The driver must serve a designated time penalty in the pit lane.

Black and White Checkered Flag

Indicates the end of the race or session.

PART 12 — DETERMINATION OF THE FINISH

12.1 Finish Signal

The finish signal shall be given by the black and white checkered flag.

12.2 Distance Races

In races run over a specified distance, the winner is the competitor who completes the distance in the shortest elapsed time.

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The finish signal shall be displayed when the leader completes the final lap.

12.3 Timed Races

In races run over a specified time period, the winner is the competitor who covers the greatest distance within that time.

12.4 End of Session Procedure

After receiving the finish signal, drivers must reduce speed and proceed to the paddock or parc fermé area as instructed.

12.5 Classification Requirements

To be classified, a vehicle must:

- complete at least 75% of the distance covered by the class winner, and
- be recorded by the official timing system at the finish.

12.6 Inadvertent End-of-Race Signal

If the finish signal is displayed prematurely, the race shall nevertheless be considered finished at that moment.

If the signal is displayed late, the race shall be deemed to have finished at the correct scheduled time or lap.

12.7 Dead Heats

In the event of a tie for classification, the competitors shall share the relevant points or awards equally.

12.8 Championship Tie-Break

Ties in championships or series standings shall be resolved by comparing:

1. number of first-place finishes
2. number of second-place finishes
3. continuing in descending order

until the tie is resolved.

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If still unresolved, a dead heat shall be declared.

12.9 Provisional Results

Provisional results shall be published as soon as possible after the race.

Unless a protest or Technical Inspection is pending, results shall become final after 30 minutes.

PART 13 — CODE OF DRIVING CONDUCT

13.1 Use of Track

A driver running alone on the circuit may use the full width of the track.

When a faster vehicle approaches on a straight, the driver being overtaken should maintain a predictable line and indicate clearly which side the overtaking vehicle may pass.

13.2 Blocking

Any driver who appears not to make adequate use of mirrors or who drives in a manner that deliberately hinders another competitor attempting to overtake may be penalized.

Such penalties may include warning flags, time penalties, or exclusion.

13.3 Right of Way

Drivers may negotiate corners and their entry and exit zones using any line within the limits of the track.

Overtaking may occur on either the inside or outside, provided the maneuver is conducted safely.

Maneuvers likely to hinder other competitors are prohibited, including:

- repeated or abrupt changes of direction
- deliberate crowding of another vehicle
- abnormal defensive movements

Such actions may result in penalties determined by the Stewards of the Meeting.

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13.4 Leaving the Race

Any driver intending to retire from the race must signal their intention in sufficient time and exit the track safely.

13.5 Track Boundaries

During practice and racing, vehicles must remain within the defined track limits except where leaving the track is unavoidable.

13.6 Conduct Outside the Circuit

For the duration of the event, any competing vehicle operated outside the circuit must comply with local traffic regulations and must not act in a manner prejudicial to motorsport.

PART 14 — STOPPING AND RESTARTS

14.1 Stopping the Race or Practice

If the circuit becomes blocked by an accident or if conditions become unsafe, the Clerk of the Course may order the race or practice session to be stopped by displaying the Red Flag at the start line and marshal posts.

During Practice

All vehicles must immediately:

- reduce speed
- proceed cautiously to the pits

If restarting the session is not possible, the session shall be declared finished.

During a Race

All vehicles must:

- reduce speed immediately

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- proceed cautiously to the starting grid

Vehicles shall remain under official control until further instructions are issued.

No work may be vehicleried out on vehicles unless specifically authorized by the Clerk of the Course.

The Clerk of the Course may direct that:

- repairs may begin and specify where they may be vehicleried out
- tyres may be changed in the pits
- refueling may be permitted and specify where
- vehicles in the pits may proceed to the grid
- rain tyres must be fitted
- other specific instructions are required

If no such direction is given, vehicles must remain in the same condition in which they finished the first part of the race.

14.2 Restarting the Race

Unless otherwise specified, the following restart procedures shall apply.

Less than Two Laps Completed

If fewer than two laps have been completed by the leader:

- the race shall be restarted
- all original starters may participate
- the race distance shall be reset.

Between Two Laps and 75% Distance

If more than two laps but less than 75% of the scheduled distance or time have been completed:

- the race shall be considered in two parts
- the finishing order of the first part shall determine the restart order
- only vehicles still competing at the end of Part 1 may restart.

Vehicles must arrive at the grid under their own power.

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If Restart Is Impossible

If the Stewards determine that restarting the race is impossible, the race shall be declared finished and half points may be awarded unless otherwise stated.

More Than 75% Completed

If 75% or more of the scheduled race distance or time has been completed:

- the race shall be declared complete
- no restart shall occur.

PART 15 — FUEL

15.1 Fuel Types

Fuel specifications, permitted fuel types, additives, and all fuel system requirements are defined exclusively in the JRDC Technical Regulations and shall be complied with at all times.

This section governs only refueling procedures during events.

15.2 Refueling

Refueling shall not be carried out in the pit lane.

All refueling shall be conducted in the paddock area, unless specifically authorized in the Supplementary Regulations.

Refueling equipment and procedures may be inspected to ensure that no undue fire risk exists.

Faulty or unsafe equipment shall not be permitted.

PART 16 — VEHICLE LOGBOOK

16.1 Vehicle Logbook Authority

The Vehicle Logbook shall serve as the official technical record of a competition vehicle.

Logbooks shall be issued by the JRDC Technical Department or its designated authority.

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16.2 Responsibilities of the Technical Inspector

The Technical Inspector shall record in the logbook:

- scrutineering observations
- technical deviations
- accident damage
- tyre allocations
- other relevant technical information.

Entries made by the Technical Inspector constitute the official technical record of the vehicle.

16.3 Logbook Requirements

Competitors must present the vehicle logbook during Technical Inspection.

The Technical Inspector shall record any deviations identified during inspection.

If a vehicle sustains damage during an event, the damage shall be recorded in the logbook.

16.4 Absence of Logbook

Competitors without a vehicle logbook must arrange with the Technical Inspector a suitable time for inspection.

Such vehicles shall not delay inspection of vehicles that have their logbooks available.

16.5 Issuing Authority

Vehicle logbooks shall be issued only by the JRDC or its designated technical authority.

PART 17 — WEIGHING OF VEHICLES

Vehicle weight calculations are defined in Technical Regulations Part 2B.

17.1 Responsibility for Vehicle Weight

The responsibility for ensuring that a vehicle complies with the minimum weight requirements at all times during an event rests solely with the competitor.

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17.2 Weighing Procedure

When directed by the Technical Inspector or Clerk of the Course, vehicles shall be presented for weighing using the official scales designated for the event.

Unless otherwise specified in the Supplementary Regulations, the following conditions shall apply:

- a) The driver shall remain in the vehicle during weighing.
- b) Fuel tanks shall be as close to empty as practicable.
- c) All loose items not integral to the vehicle shall be removed prior to weighing.
- d) Ballast used to achieve minimum weight must comply with the Technical Regulations.
- e) Failure to present a vehicle for weighing when directed may result in exclusion from the event.

17.3 Minimum Weight Compliance

Minimum vehicle weights, including driver weight allowances, shall be determined according to the JRDC Technical Regulations.

Where the driver weight exceeds the standard allowance used in the weight calculation formula, the additional driver weight shall be included in the vehicle's minimum race weight.

17.4 Post-Race Weighing

The Technical Inspector may require any vehicle to be weighed at any time during the event, including immediately following:

- practice
- qualifying
- race sessions

Vehicles selected for weighing must proceed directly to the designated weighing area.

17.5 Weight Protests

Any protest concerning the weight of a vehicle shall be handled according to the procedures outlined in Part 20 — Protests.

PART 18 — DANGEROUS OR UNSUITABLE DRIVERS AND VEHICLES

18.1 Exclusion

The organizers reserve the right to exclude, either before or during a meeting, any vehicle or driver considered unsuitable or unsafe for participation.

PART 19 — INJURY TO DRIVERS

19.1 Medical Clearance

Any driver involved in a collision or accident during practice or racing must obtain clearance from the Chief Medical Officer and the Clerk of the Course before participating further in the meeting.

PART 20 — PROTESTS

20.1 Exhaustion of Sporting Remedies

The protest and appeal procedures outlined in these regulations must be fully exhausted before any person may pursue legal action relating to sporting matters.

20.2 Technical Measurements

All measurements used to determine technical compliance shall be conducted using official measuring equipment designated for the event.

The determination of the Technical Inspector regarding the measurement method or equipment shall be considered final unless overturned by the Stewards of the Meeting.

20.3 Protests Against a Vehicle

If a protest is lodged against a vehicle:

- a) The protestor must clearly identify the specific regulation alleged to have been violated.

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b) The protestor must specify the component(s) to be inspected.

c) The protestor must deposit a cash bond determined by the Chief Steward sufficient to cover disassembly and inspection costs.

Outcome of Inspection

If the protested vehicle is found non-compliant, the protest bond shall be returned and the inspection cost borne by the competitor protested.

If the vehicle is found compliant, the protestor forfeits the bond to cover inspection costs.

20.4 Reasonableness of Protest

Only protests considered well-founded will be accepted.

A protest shall be considered well-founded if it is:

- reasonable
- logical
- based on factual evidence.

Hearsay, conjecture or unsupported opinion may result in a protest being deemed vexatious.

Vexatious protests may result in penalties in addition to the loss of the protest fee.

20.5 Right of Protest

The right to protest lies only with a competitor directly affected by a decision, act or omission during the competition.

However, officials retain the authority to take action independently of any protest.

Decisions of a Judge of Fact are not subject to protest.

20.6 Judges of Fact

The following officials shall act as Judges of Fact for the matters listed.

Starter

- False starts

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- Grid position violations
- Start procedure infringements

Finish Line Judges / Timekeepers

- Finish order
- Lap scoring and timing

Clerk of the Course

- Pit lane violations
- Failure to comply with race control instructions
- Track limit violations observed directly

Technical Inspector / Scrutineer

- Vehicle technical compliance
- Vehicle classification and eligibility
- Weight verification

Pit Marshal

- Pit lane speed violations
- Unsafe pit releases

The Stewards may appoint additional Judges of Fact in the Supplementary Regulations.

20.7 Lodging a Protest

All protests must:

- be submitted in writing
- be accompanied by a protest fee equal to the event entry fee.

The fee shall only be returned if the protest is upheld.

20.8 Protest Time Limits

Protests must be lodged within the following time limits:

- Eligibility or entry protests: within 30 minutes after the close of Technical Inspection

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- Grid or handicap protests: 30 minutes before the start of the race
- Technical Inspection decisions: immediately after the decision
- Race results or classification: within 30 minutes of publication of provisional results

The Stewards shall treat all protests as urgent matters.

20.9 Hearing of Protest

The Chief Steward shall hear protests and notify all involved parties of the time and place of the hearing.

The hearing shall normally occur as soon as practicable after the protest is lodged.

Protestors may present evidence and call witnesses.

If any party fails to attend the hearing, judgment may be rendered in their absence.

20.10 Decisions

If the Stewards cannot issue an immediate decision, competitors shall be notified of when and where the decision will be announced.

If additional evidence is required, the decision may be deferred.

A final ruling must normally be issued within 48 hours after the event.

PART 21 — GENERAL

Any matter not specifically covered by these regulations shall be determined by the Stewards of the Meeting, whose decision shall be final for the event.

PART 22 — POINTS AND AWARDS

Points for races, championships, trophies or series shall be awarded according to the system defined in the Championship Articles or Supplementary Regulations.

Awards may include trophies, points toward championships or other recognition determined by the organizers.

PART 23 — DRIVER QUALIFICATION / MATRICULATION

The Competition Accreditation Committee (CAC) may require drivers to demonstrate sufficient competence and experience before being authorized to compete in circuit racing events.

Drivers may be required to complete:

- training sessions
- supervised track sessions
- evaluation races

before being granted full competition status.

PART 24 — CHAMPIONSHIP

Championship structures, scoring systems and eligibility requirements shall be defined in the relevant Championship Regulations or Articles.

Where conflicts arise, the Championship Articles shall apply only to matters specific to that championship.