



ADDITIONAL SUPPLEMENTARY REGULATIONS

Sanctioned by the Jamaica Millennium Motoring Club and held under the FIA International Sporting Code including Appendices and under the Motor Sport Rules and Regulations of the JMMC and under Kent Racing General, Sporting & Technical Regulations. This event is open to all members in good standing with the JMMC and its affiliate Clubs.

Permit #: JMMC2024-0031DR

NAME OF EVENT	Valvoline - Drag Rivals Caribbean Cup Round 3
DATE	Friday-Sunday November 22 to 24, 2024
LOCATION	Vernamfield, Clarendon
ENTRIES OPEN	Friday November 22, 2024 (10:00am)
ENTRIES CLOSE	Saturday November 23, 2024 (4:00pm) maximum 200 entries
TECH INSPECTION	Friday November 22, 2024 (10:00am-6:00pm) Saturday November 23, 2024 (8:00am-5:00pm)
DRIVERS MEETING	Friday November 22, 2024 (12:00pm Noon) Saturday November 23, 2024 (9:00am) Sunday November 24, 2024 (8:50am)
EVENT SCHEDULE	FRIDAY November 22, 2024, Qualifying 12PM- 6PM SATURDAY November 23, 2024, Qualifying 9AM-10PM SATURDAY November 23, 2024, Exhibition shootout 7PM-10PM SUNDAY November 24, 2024, Last Chance Qualifying, 8AM SUNDAY November 24, 2024, ELIMINATIONS & Exhibition Grudge races after elimination finals END OF EVENT 8:00PM
TYPE OF EVENT	¼- MILE Drag Racing (1,320 feet)
TRACK SURFACE	Concrete
LICENSE REQUIREMENTS	Valid JMMC Competition License or Single-Event Permit, <u>prior to Qualifying.</u>
ENTRY FEES	\$15,000.00 JMD
TROPHIES	Sunday November 24, 2024, 6:30 pm @Venue
RESULTS	Will be available within 30 minutes after Finals.
TIMING:	Timing will be done using the Race America timing system.
OFFICIAL NOTICE BOARD	At the registration tent
LATE ENTRIES	Will be considered at the discretion of the Organizer.

Event Officials

ORGANIZER	Lian Timoll (893-6555)
CLERK OF COURSE	Ryan Worrie (289-6669)
SECRETARY	Simon Smith (898-5465)



CHIEF STEWARD	Chressmore White (383-5656)
STEWARDS	Jerome Jackson (873-5750) Robert Barker (403-8513)
MARSHALS	Marshalling Club of Jamaica
SCRUTINEER	Geovaunie Graham (Chief) (361-3782)
MEDICAL OFFICER	Dr. Judi-Anne Brown (884-5636)
AMBULANCE	Medicare Ambulance Service
TRACK LENGTH	¼ Mile (1320 feet)
STARTER	AutoStart
TIME KEEPING	Wandy Barker (289-6669)
TRACK SURFACE	Concrete
INSURANCE	Thwaites Finson & Sharp

Special Provisions for vehicles without roll cages

For the purpose of clarity, all modifications are forbidden unless expressly authorized by these regulations.

Vehicles without roll cages are permitted subject to the provisions outlined below.

- 2008-2013 OEM model-year production cars below 11.499 are permitted to run no quicker than 10.000 seconds and/or no faster than 135 mph.
- 2014-Current OEM model-year production cars below 11.499 are permitted to run no quicker than 9.000 seconds and/or no faster than 150 mph.

Vehicle provisions:

1. Unaltered OEM anti lock brakes. Brake pad compound may be changed.
2. Unaltered airbag functions.
3. Unaltered stock frame.
4. Unaltered unibody construction, including floors and firewall.
5. Unaltered body panels.
6. Unaltered windscreens (front and rear).
7. Unaltered windows.
8. Unaltered driver restraint system (seat belts). The installation of a racing harness is allowed subject to 2024 JMMC Safety Regulations Articles 6.1 to 6.3 (See Appendix 1)
9. All other OEM safety-related systems must be functioning as per manufacturer's specifications.
10. Must use DOT-approved tyres only.

Drivers of vehicles without roll cages which fall into the above categories must;



1. Possess a valid JMMC National B license or higher.
2. Wear a helmet meeting 2024 JMMC Safety Regulations Articles 18.1 to 18.3 (See Appendix 2)
3. Wear a driving suit and gloves meeting 2024 JMMC Safety Regulations Articles 18.9.1 to 18.9.8 (See Appendix 3)

Appendix 1 (2024 JMMC Safety Regulations Articles 6.1 to 6.3)

6.1 Belts

The use of safety belts is compulsory. Belts homologated to the FIA standard 8853-2016 may be used for up to five (5) years after the date stated on the FIA Homologation Label, which is located on the left shoulder strap (ref: FIA Technical List No 57). Belts homologated to the FIA standards 8853/98 and 8854/98 may be used up to December 31st of the year stated on the label.

6.2 Installation

It is prohibited for the seat belts to be anchored to the seats or their supports.

A safety harness may be installed on the anchorage points of the series car.

In the downwards direction, the shoulder straps must be directed towards the rear and must be installed in such a way that they do not make an angle of more than 45° to the horizontal from the upper rim of the backrest, although it is recommended that this angle should not exceed 10°.

The maximum angles in relation to the center-line of the seat are 20° divergent or convergent (the shoulder straps may be installed crosswise symmetrically about the center-line of the front seat).

If possible, the anchorage point originally mounted by the car manufacturer on the C-pillar must be used.

Anchorage points creating a higher angle to the horizontal must not be used.

In that case, the shoulder straps may be installed on the rear seat lap strap anchorage points originally mounted by the car manufacturer.

The lap and crotch straps must not pass over the sides of the seat but through the seat, in order to wrap and hold the pelvic region over the greatest possible surface.

The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no conditions must they be worn over the region of the abdomen.

Care must be taken that the straps cannot be damaged through chafing against sharp edges.

If installation on the series anchorage points is impossible for the shoulder and/or crotch straps, new anchorage points must be installed on the shell or the chassis, as near as possible to the center-line of the rear wheels for the shoulder straps.



Each anchorage point must be able to withstand a load of 1470 daN, or 720 daN for the crotch straps.

In the case of one anchorage point for two straps (prohibited for shoulder straps), the load considered must be equal to the sum of the required loads.

For each new anchorage point created, a steel reinforcement plate with a surface area of at least 40 cm² and a thickness of at least 3 mm must be used.

6.3 Use

A safety harness must be used in its homologation configuration without any modifications or removal of parts, and in conformity with the manufacturer's instructions.

The effectiveness and longevity of safety belts are directly related to the manner in which they are installed, used and maintained.

The belts must be replaced after every severe collision, and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight.

They must also be replaced if metal parts or buckles are bent, deformed or rusted.

Any harness which does not function perfectly must be replaced.

Appendix 2 (2024 JMMC Safety Regulations Articles 18.1 to 18.3)

18.1 Crash Helmets

Crash helmets bearing a SNELL approval sticker must be worn at all times during training, practice and competition. The user must ensure that the helmet is to a standard currently specified (18.3.1), that it fits properly, is secured properly and that it is in a serviceable condition. It is strongly recommended that a flame resistant balaclava, helmet bib or face mask also be worn.

18.2.

Total protection can never be given by any headgear, and the best of crash helmets may not entirely prevent head injury or death in a severe accident. Helmet users must understand that helmets are deliberately constructed so that the energy of a severe blow will be absorbed by the helmet and thereby partially destroy it. The damage may not be readily apparent; it is essential therefore that any helmet receiving a blow in an accident is either replaced or returned to the manufacturer for competent inspection – this of necessity must be the responsibility of the helmet user, who will have been aware of the circumstances under which the helmet was struck. It is not possible or indeed reasonable to expect the Scrutineers, in every case, to observe significant damage. Where there is any doubt about the helmet's fitness for its intended purpose then the Chief Scrutineer is empowered to impound the helmet for the duration of the meeting. This should be a rare occurrence since competitors must appreciate that, once a helmet has served its purpose, it is not only sensible but necessary to replace it. It is the competitor himself who must ensure that the helmet which he uses is fully fit for its purpose; it is clear that this is a small insurance to pay for one's life. The competitor also might



consider that, should he survive an accident, but receive head injuries having knowingly used a previously damaged helmet, he could be placing an enormous burden of care upon his family.

18.2.1. Impounding of helmets

Case 1: Pre-Event.

If the helmet does not conform with the required Standards or is in a poor or dangerous condition, the Chief Scrutineer will impound the helmet for the duration of the Meeting. At the close of the Meeting the helmet will be returned to the competitor concerned.

Case 2: Accident during the Event.

If the competitor is injured and the helmet is damaged, the Chief Scrutineer will impound the helmet then seek the advice of the Steward as to further action.

Case 3: Accident during Event and competitor evacuated to hospital with head injuries.

The Chief Scrutineer will make sure that the helmet has been seen by the Chief Medical Officer, he will then impound the helmet unless the Chief Medical Officer wishes to retain the helmet. Unless specifically called for by the competitor it will be disposed of after six weeks.

18.3 The competitor is reminded of the following essential criteria when buying or using his helmet:

- (a) Correct Standard.
- (b) Correct Fit.
- (c) Security.
- (d) Condition.

18.3.1 Standards.

Helmets bearing one of the under-mentioned 'standards' may be approved by the JMMC subject to other criteria being met.

(a) ALL JMMC NATIONAL EVENTS AND INTERNATIONAL EVENTS

- FIA 8860-2010
- FIA 8859-- 2015
- FIA 8860-2018
- FIA 8860-2018-AP
- SNELL SA2015. (Not valid after 31/12/2026)
- SNELL SA2020

18.3.2. Fit and Security.

To ensure satisfactory fit and security of your helmet, proceed as follows:

- (a) Obtain the correct size by measuring the crown of your head.
- (b) Check that there is no side-to-side movement; a helmet should be as closely fitting as possible consistent with comfort.



- (c) Tighten straps securely – the chin strap must be under tension at all times; ensure therefore that the strap cannot slip. Chin cups are prohibited.
- (d) With head leaning forward, attempt to pull up the back of the helmet, to ensure the helmet cannot be removed in this way.
- (e) Ensure you can see clearly over each shoulder.
- (f) Make sure nothing impedes your breathing in the helmet and never cover your nose or mouth other than with a flame resistant balaclava or face mask. Helmets with life-support attachments must only be worn if they are connected to a life-support system.
- (g) Never wear a scarf, tie or other loose clothing which could come loose and possibly cause an accident.
- (h) Ensure that the visor can be opened with one gloved hand.
- (i) Satisfy yourself that the back of the helmet provides protection for your neck.
- (j) Do not buy from mail order unless you can satisfactorily carry out the above checks; return a Helmet unused if it does not fit.

18.3.3 Condition and Care of Helmet

- (a) The user himself must bear the prime responsibility for ensuring that his helmet is fit for the purpose intended, since significant damage to the helmet may have been sustained without this being apparent to the Scrutineer.
- (b) Anything other than minor superficial damage is likely to result in the Scrutineer impounding the helmet for the event.
- (c) It is in everyone's interest for the competitor to buy the best helmet he can and to look after it (the best is not necessarily the most expensive). A helmet bag should always be used.
- (d) There must be no alteration to the structure of a helmet. Where a radio intercom is fitted this should only be done in accordance with the helmet manufacturer's instructions. Fitting of cameras to helmets by whatever means is not permitted unless an integral camera is provided by the helmet manufacturer and that model of helmet is approved fewer than one of the accepted standards.
- (e) Use only a weak solution of soft soap and water to clean the interior and exterior of the helmet; do not get the interior too wet.
- (f) Some molded plastic helmets although they meet approved standards can be seriously damaged by substances such as petrol, paint, adhesives, cleaning agents and stickers – such damage may not always be apparent; however, crazing or obvious dulling of the surface finish could indicate serious structural weakening of the helmet and is likely to result in the Scrutineer impounding the helmet for the event.
- (g) The helmet should be stored, preferably in a helmet bag, in a cool dry place away from sunlight when not in use. Do not strap the helmet to the roll cage or allow other unrestrained movement which could cause the helmet to be damaged.
- (h) A good helmet, properly cared for, is one very important link in a long chain of safety measures. Do not allow it to become the weak link. Do not rely on others. You are responsible for your own safety. Do not, through your own fault, become a grave burden to others.



Appendix 3 (2024 JMMC Safety Regulations Articles 18.9.1 to 18.9.8)

18.9 Overalls

Clean Flame-Resistant overalls, must be worn to cover from ankle to wrist to neck.

18.9.1 Acceptable standards:

Racing:

FIA 8856-2018

FIA 8856-2000

All Other Events (including overalls in accordance with refueling for circuit racing):

BS6249 part 1 Index A or B (but not part C).

BSEN533

EN533:1995 Index 3

ISO 14116

FIA 88562018

FIA 8856-2000

FIA 1986 Standard.

18.9.2

For FIA Standard Overalls the homologation label will be stitched into the fabric of the garment or on a sewn-in label. For International use overalls must comply with: FIA 8856-2000

18.9.3

As with any item of safety equipment, evidence of damage or excessive wear can render it unsuitable for use. In the case of overalls this could include over frequent or incorrect washing, broken seams or stitching and worn patches. Two piece overalls should be avoided, but if worn must overlap and provide flame resistant coverage.

18.9.4

Due to the complex nature of test standards and variations of detailed testing, it is not possible to quote 'equivalents' from foreign national standards unless they are FIA approved as detailed above.

18.9.5

Individual competitors are responsible for ensuring their own safety and that appropriate flame resistant overalls are worn when mandatory.

18.9.6

Competitors are also strongly advised to wear Flame Resistant gloves, socks, balaclavas and



underwear. Plastic shoes (such as trainers) should be avoided.

18.9.7

Specific regulations concerning Flame Resistant gloves, socks, balaclavas and underwear are published by the FIA and applicable to International events.

18.9.8

When a name appears on a driver's helmet or overalls, this must be the name of the person wearing them.