



GMR&SC's RACING CAR CLASSIFICATION AND REGULATIONS - 2008

As compiled by the GMR&SC elected Rules Committee and sanctioned by its Executive Committee at GMR&SC Sports Club Thomas lands, Georgetown, Guyana on December 2007

Website: www.gmrscgy.com

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1.0.0 SAFETY REGULATIONS

1.1.0 GROUPS 1, 2A, 2B, 3 and 4

1.1.1 Seat belts of full harness type must be fitted and worn.

1.1.2 The fitting of a strong 6 point roll over bar is mandatory. The roll over bar must consist of a transverse tubular arch not less than 1 " diameter which is bolted to the floor at the seat back position with bearing plates of adequate size, and which must follow the contour of the roof closely. The arch must be braced rearward by 2 members of similar material which pass backward to the rear bulkhead, rear floor pan or rear wheel wells where they are securely bolted with bearing plates of adequate size.

1.1.3 All external lights, transparent sunroofs and T-tops must be taped in such a fashion as to avoid glass spillage in the event of a breakage.

1.1.4 Any potentially dangerous object must be removed. Spare tyre, jack, wheel, tools etc.

1.1.5 Hub caps must be removed.

1.1.6 A rear view mirror (or mirrors) capable of giving the driver a clear view of the circuit behind the car and his/he blind side must be firmly in place.

1.1.7 Engine coolant must be pure water with the addition of an appropriate corrosion inhibitor where necessary. Antifreeze, glycol or other coolants which when spilled cause the circuit to become slippery are not permitted.

1.1.8 All breathers, vent lines or overflow lines from the engine, cooling system, gearbox, rear axle or fuel tanks must be led into a catch tank of at least 1 litre capacity. The catch tank may be of metal or plastic, and must be securely mounted to the body structure. Lines must be secured to the tank by means of hose clips or safety wires.

1.1.9 All lines which pass through the cockpit must be secured to the chassis at frequent intervals along their length by clips or nylon ties.

1.1.10 Electrical wires must not be secured to fuel or oil lines.

1.1.11 Plastic fuel lines in any part of the car are not permitted. Fuel lines must be metal, rubber with fabric inner reinforcement, or stainless steel braided aeroquip or a similar type. All fuel lines must be secured by hose clips or screwed fittings at each end.

1.1.12 In addition to their normal means of attachment, oil filters must be independently clamped and secured to another part of the engine or bodywork in such a fashion as to prevent walking back or unwinding of the filter.

1.1.13 The steering wheel may be substituted. However, for safety reasons wooden steering wheels are not permitted.

1.1.14 Batteries must be securely mounted in a battery box or clamped and must be firmly bolted to the chassis, away from fuel tanks and lines. Battery lug connections should be in good condition and covered to prevent short circuits.

1.1.15 A full fire extinguisher must be carried. This must be of dry powder or halon type suitable for ordinary combustibles, flammable liquids and electrical fires. It should be of at least 3 pounds capacity and must be securely mounted in the cockpit within easy access of the driver.

1.1.16 A helmet conforming to either Snell 85 or B.S 6658 Type A must be worn at all times. Drivers failing to wear their helmet during practice or a race will be disqualified. In addition they also may be subjected to any penalties which the stewards of the meeting deem appropriate.

1.1.17 Safety rules regarding helmets and seatbelts also apply to pit crew or any other occupant of a vehicle driven on the track under the afore-mentioned conditions.

1.1.18 Working red brake lights are compulsory and must be clearly visible from the rear of the car.

1.1.19 No concealed pressure type containers, feed lines or actuating mechanism are permitted even if inoperable.

1.1.20 No part of a car may touch the ground when any two of its tyres on the same side are deflated.

1.1.21 All cars must be fitted with front and rear towing eyes. The towing eyes must be brightly painted with an upside down triangle indicating towing, making it highly visible.

1.1.22 All vehicles must be satisfactory clean and road worthy, and in good and safe general condition with respect to bodywork, engine, interior, transmission, drivetrain, tyres, brakes, steering and other aspect that the Scrutineers may deem necessary.

1.1.23 Competitor numbers must be marked on the left and right front doors and on the bonnet or roof in such a manner as to be clearly distinguishable by officials during a race. Also drivers full name and blood group. Numbers should be of black colour against a white or light colour background.

1.1.24 A racing suit, gloves and shoes, with fire retardant characteristics are compulsory.

1.2.0 GROUPS 2A, 2B & 3 (except group1)

1.2.1 Fuel tank must be metal with a secure closure which will not leak if the car overturns. Fuel tanks must not be mounted in the cockpit or engine compartment and must be separated from the cockpit by a secure metal partition across the rear bulkhead of the car. Fuel tanks must be securely mounted to the bodywork preferably by metal straps which pass around the tank. Genuine fuel cells are permitted.

1.2.3 On rear wheel drive vehicles two safety hoops are mandatory around the propeller shaft.

1.2.4 Steering lock mechanism must be removed or rendered ineffective.

1.2.5 Hoods, deck lids and movable body sections must be secured with supplemental pins or fasteners. Latches may be deactivated. On cars where a key is required to open the trunk lid, the lock must be deactivated or may be removed.

1.2.6 Supplemental pins used to secure movable body sections (such as hood, doors, fenders, lid and movable tops) must have attaching cables to prevent accidental loss of pins.

1.2.7 Shattershields or explosion proof bell housings are required on all cars where the failure of the clutch/flywheel could create a hazard to the driver.

1.2.8 Oil and water tanks must be metal with a secure closure which will not leak if the car overturns. Oil and water tanks must not be mounted in the cockpit.

1.2.9 An externally mounted kill switch which is capable of disconnecting all electrical power from the battery is mandatory. The kill switch must indicate clearly the on and off positions.

1.2.10 The side glass windows and window winder mechanism can be removed and must be replaced with safety glass such as Lexan. Front windscreens cannot be substituted except for Group 2B, 3 and 4.

1.2.11 All passenger seats may be removed. The driver's seat must be securely bolted. Go-kart type seats are not permitted.

1.2.12 All interior upholstery may be removed unless otherwise stated in group rules.

1.2.13 Additional cockpit instruments may be added and must be properly secured.

1.2.14 Interior stiffening of bonnets or boot lid can be removed.

1.2.15 Bonnet bulges may be added to enclose parts of the engine ancillaries. Such additions however must not impede the view of the driver.

1.2.16 Flaring of fenders is allowed, provided they are neatly and smoothly filled and must be properly secured to the body. Flares must cover 1/3 circumference of the tyre.

ANY CAR WHICH IN THE OPINION OF THE SCRUTINEERS IS UNSAFE WILL NOT BE ALLOWED TO COMPETE.

2.0.0 GENERAL REGULATIONS:

2.1.0 GROUP 1, 2A, 2B & 3 (ALL)

2.1.1 There will be five (5) Groups of racing, these being Rookie, Group 2A, Group 2B, Group 3 and Group 4.

2.1.2 The onus of proof that his/her car meet the requirements of the group/class entered at all times lies with the entrant.

2.1.3 Any vehicle which does not conform to any of the stated specifications will be specially classified by the Chief Scrutineer who has due discretion in such instances.

2.1.4 To be eligible for competition in Group 2A, 2B and 3, 2500 cars of the model to be entered must have been manufactured in any one year.

2.1.5 The following engine data must be stated on the entry form and at the time of Scrutineering:

ENGINE MANUFACTURER

BORE IN MILLIMETERS

STROKE IN MILLIMETERS

CUBIC CAPACITY IN CUBIC CENTIMETERS
ENGINE MODEL
WHETHER TURBOCHARGED OR SUPERCHARGED

2.1.6 It is the onus of the driver to supply documented proof of specifications regarding his/her car and engine if requested by the Chief Scrutineer.

2.1.7 The fuel used must be commercially available gasoline of either the automotive or aviation type or an approved Racing blend. The use of Methanol, Ethanol or other such substances as a primary or secondary injected fuel will be allowed for Group 4 only.

2.1.8 No nitrous oxide or such injected systems allowed.

2.1.9 Four Wheel Drive and All Wheel Drive vehicles are permitted in Group 4 only.

2.1.10 All cars must be self starting without any external assistance at the beginning of a race.

2.1.11 Minimum weight of any car is 1600LBS or as set out in Group Rules.

2.1.12 A purpose built engine is one that was not manufactured for sale to the general public and not used under normal road driving conditions in a series production batch of over 2,500 cars within any one year e.g.- aluminum blocks, heads, peripheral ported housings and side plates (Rotary).

2.2.0 GROUP 2A, 2B, 3 and 4 (except group 1)

2.2.1 A different Engine and gearbox may be fitted as set out in group regulations below.

2.2.2 Engine location- Engines may be freely positioned within the original engine compartment. Front engine cars may relocate the engine no further rearward than:
(a) V8, V and in-line 4 engines: so that the foremost spark plug is up to 4 ?" rearward of

the vertical plane created by the centerlines of the front wheel hubs.

(b) In-line 6 engines: so that the foremost spark plug coincides with the vertical Plane

created by the centerline of the front wheel hub.

(c) Rotary engines: the foremost spark plug up to 8" rearward of the plane denoted in (a) (relative to Group 2B and 3).

2.2.3 Turbocharged or supercharged cars will be regarded as having an engine capacity 40% greater than the capacity calculated from actual engine dimensions for the purpose of calculating their maximum engine capacity and minimum permitted racing weight as set out below.

2.2.4 Modifications may be made to the suspension as set out in group regulations below.

2.2.5 Should a competitor wish to use a questionable engine type, they must consult the Executive Rules Committee in writing, giving all particulars of the unit at least three (3) months before they intend to use the engine.

2.2.6 Group 2 cars will be eligible to enter Group 3 events at the discretion of the Clerk of the Course, providing they comply with all safety regulations governing Group 3 and the driver holds a valid competition license for this group.

2.2.7 A Scale error of 0.05% will be allowable regarding weight restrictions and limits. All cars must be fitted with the club's standard transponder in a position as instructed by the race officials (Tran x 260 made by AMB).

2.2.8 The onus is on the driver to own, rent or otherwise procure and fit a fully charged transponder on his/her race car before official qualifying and scrutineering. In the event of a race car not being timed due to of the absence of a transponder or an uncharged one will automatically result in non-inclusion in the official GMR&SC Races.

2.2.9 Driving aids will be allowed, such as launch and traction control, but not electronic Shifting systems, such as paddle (steering wheel) gear changing systems.

3.0.0 ROOKIE GROUP

3.1.0 DEFINITION

Rookie Group is intended to provide competitors with the opportunity of racing Series Produced Cars generally available for purchase by the public in STANDARD TRIM and to include newcomers/Rookies in standard cars for a limited period.

3.1.1 Rookie Group will carry the following criteria :

- 2000cc Maximum Displacement for Naturally Aspirated Engines
- 1331cc Maximum Displacement of Forced Induction Engines
- Minimum weight of 1900lbs

3.2.0 ENGINE:

Any modification which is not specifically permitted is not permitted.

3.2.1 The engine must be of a type originally supplied by the manufacturers with the car in question, the engine block and cylinder head must be clearly identified externally as belonging to such an engine. Engine Swap allowed within the manufacturer family.

3.2.2 A maximum allowance of 40/1000th inch oversize pistons to accommodate normal wear and tear is permitted for engine having maximum specifications. After-market pistons must comply to the manufacturers specifications i.e. weight,

ring size and number of rings. Compression ratio must remain within plus or minus (10%).

3.2.3 The original standard carburetor or fuel injection systems and intake manifold must be used. In the case of fuel injected engines, the original engine management system must be used. No Stand Alone Computers are allowed.

3.2.4 The ignition coil, high tension leads and spark plugs can be substituted

3.2.5 The exhaust system beyond the exhaust manifold must be of a diameter of 1.75inch and extend to the rear of the car.

3.2.6 The air-conditioning fan belt may be omitted.

3.2.7 An electric radiator fan may be fitted as a substitute to a belt driven radiator fan.

Cooling fans may be added but not removed.

3.2.8 No part of the engine including intake system, head, gearbox etc. and drivetrain may be lightened, substituted or modified in any manner whatsoever.

3.3.0 BODYWORK:

3.3.1 Bumpers and accessory lights cannot be removed.

3.3.2 Seats may not be removed. The driver's seat may be substituted and must be securely bolted to the bodywork. No go-kart type seats will be allowed.

3.3.3 Interior upholstery, trimmings can be removed. Dashboard must not be removed. There must be no cutting of the body in any shape or form. All floor mats must be removed.

3.3.4 Fuel tanks cannot be substituted. Refer to safety regulations.

3.3.5 The original glass must be fitted to windscreen and rear and side windows, Substitutes such as plastic or "Perspex" are not permitted.

3.3.6 No body panels or structure may be lightened or substituted. No interior stiffening of bonnets or boot lid may be removed.

3.4.0 SUSPENSION & RUNNING GEAR:

3.4.1 Lowering of the ride height of the car by means of cutting the coil springs or rebending the leaf springs is not permitted.

3.4.2 Modifications to suspension which involve the addition of anti-roll bars, radius arms, panhard bars, watts linkages, sand tramp bars or other linkage system or suspension devices are not permitted.

3.4.3 The position of the suspension attachment points on the chassis may not be changed.

3.4.4 The method of suspension may not be changed e.g. coil spring suspension may not be substituted for leaf springs suspension.

3.4.5 Springs, roll bars, bushings, shock absorbers or strut shock absorber inserts can be substituted. They must fit without modification to the original mounting points. Coil over type suspension are allowed as long as they are bolted in the original mounting position.

3.4.7 Maximum tyre width of 195mm allowed.

3.4.8 Any tyre having a VTQG rating of 280 or greater. Tyres must be easily identifiable and the scrutineers will reject any tyre that cannot be identified.

3.4.9 The original gear box and standard gear ratios including final drive must be retained.

3.4.10 Limited slip differentials are not permitted unless they were supplied as standard or optional equipment with the model of car entered.

3.4.12 The original brakes system cannot be substituted excepted for brake pads and rotors with oem specifications including diameter and thickness.

3.4.13 No 4WD or AWD cars allowed in this group.

3.4.14 A Newcomer/Rookie (someone who has never raced in competition on a track before) will be allowed to race rookie class under the following conditions

-In a maximum of twelve (12) races

OR- -A maximum of four (4) Race Meetings.

OR- -To have won up to six (6) races in a 12 month period.

The above criteria are subject to final approval of GMR&SC's competition licensing body.

Whichever of these is achieved first, thereafter, this competitor's car will be categorized in accordance with the governing technical regulations and he/she subjected to a driving competence test to ascertain level of ability.

4.0.0 GROUP 2A- MODIFIED CARS:

4.1.0 DEFINITION

This Group is intended to provide competitors with the opportunity of racing series produced cars generally available for purchase by the public bodies which have not been lightened beyond the weight formula below.

4.1.1 Up to maximum 2000CC

0 to 2000CC 2 or 3 valves per cylinder (single overhead cam/push rod)

0 to 1600CC 4 or more valves per cylinder (twin cam)

0 to 1428CC 2 or 3 valves per cylinder forced induction

0 to 1142CC 4 or more valves per cylinder forced induction

Turbocharged/ supercharged add 40% to engine capacity for weight calculation purposes only.

5.1.2 WEIGHT RESTRICTION:

Push Rod engines are allowed .88lbs per cc

3 or less valves per cylinder .9lbs per cc

4 or more valves per cylinder 1.1lbs per cc

There must be a minimum weight of 1675lbs for all vehicles

4.2.0 ENGINE:

4.2.1 No purpose built engines, including Blocks and Heads are allowed.

4.2.2 No tubular chassis cars are allowed.

4.2.3 No rotary engine powered cars are allowed.

4.2.4 No Four Wheel Drive or All Wheel Drive cars are allowed.

4.2.5 Engine swaps are permitted provided that the cylinder block belongs, and is identifiable as belonging to a series production model of car from the same manufacturer of which 2500 units have been made in any one production year. Engine swaps must be homologous i.e. retain the same number of cylinders and configuration e.g. in line 4 cylinder.

4.2.6 Radiators must remain in their standard positions but additional oil or water coolers can be fitted.

4.2.7 Production cylinder head may be freely modified.

4.2.8 The standard production flywheel may be machined or replaced.

4.2.9 Exhaust manifolds and exhaust systems are free. Exhaust exiting on the driver's side must be behind the line of the driver. Front exiting exhaust must be located on the opposite side of the driver's substantive position.

4.2.10 Ignition system is free.

4.3.0 SUSPENSION & RUNNING GEAR:

4.3.1 Clutch/flywheel, gearbox (with production housing belonging to the engine's manufacturer), and gearing are free except for sequential or electronic gear change boxes which are not allowed. Up to six forward gears are allowed, and must have a functional reverse gear.

4.3.2 Modifications to suspension which involve the addition or modification of anti-roll bars, radius arms, panhard bars, watts linkages, anti tramp bars or other linkage systems or suspension devices are permitted.

4.3.3 The principle of suspension may not be changed. For example, strut suspension may not be substituted by wishbone type suspension: a live rear axle may not be substituted by independent rear suspensions.

4.3.4 The method of springing may not be changed. For example leaf springs may not be substituted by coil springs.

4.3.5 The position of the suspension attachment points on the chassis may be changed.

4.3.6 Springs and shock absorbers, including strut shock absorber inserts, may be substituted.

4.3.7 Cross-bracing of Mac Pherson strut towers is permitted.

4.3.8 Brakes and brake systems may be substituted, except for non-metallic brake disc which are not permitted Master cylinder, calipers, rotors and drums are free. Dual master cylinders or tandem type may be fitted. Carbon fiber components are not allowed.

4.3.9 Limited slip differentials may be installed; ratios are free.

4.3.10 Steering mechanisms are free.

4.3.11 Rims are free as to material and diameter provided that the outer edge of the wheel/tyre does not protrude beyond the body work or fender flares.

4.3.12 Maximum tyre width of 8" (205mm) allowed.

4.3.13 Tyre Type: Any having a UTQG rating greater than 100. Tyres must be easily identifiable and the scrutineer will reject any tyre that cannot be identified.

4.3.14 If any tyre not within the required specifications is to be used, permission must be sought from the Executive Rules Committee to do so at least one (1) month before.

5.0.0 GROUP 2B-MODIFIED CARS:

5.1.0 DEFINITION

This Group is intended to provide competitors with the opportunity of racing series produced cars generally available for purchase by the public, bodies which have been lightened in accordance with power to weight ratios, and having engines which have been extensively modified and/or swapped.

5.1.1 Up to maximum of 2300CC

- 0 to 2300cc 2 or 3 valves per cylinder
- 0 to 2100cc 4 or more valves per cylinder
- 0 to 1500cc Forced Induction
- Cars powered by a Rotary 12A engine will be deemed to be 2292cc (1146x2)
- Forced Induction add 40% to engine capacity for weight calculation purposes only.

5.1.2 WEIGHT RESTRICTION:

Cars- Series produced engine- 0.8lbs/cc
Cars- Purpose Built engines – 0.85lbs/cc

5.2.0 GENERAL

5.2.1 Purpose built engines are allowed.

A purpose built engine is one that was not manufactured for sale to the general public and not used under normal road driving conditions in a series production batch of over 2,500 cars within any one year e.g.- aluminum blocks, heads, peripheral ported housings and side plates (Rotary).

5.2.2 Tubular chassis cars are not allowed.

5.2.3 4WD and AWD cars are not allowed

5.2.5 The body of the car may be lightened, except as prohibited under rules pertaining to bodywork and minimum weight below.

5.2.6 Cars powered by a Rotary 12A engine will be deemed to be 2292cc (1146x2) capacity and are eligible to compete in Group 2B and 3.

5.2.7 Cars powered by a Rotary 13B engines will be deemed 2616cc (1308x2) capacity and are eligible to compete in Group 3 and 4 only

5.3.0 ENGINE:

5.3.1 Engine swaps are permitted provided that the cylinder block belongs, and is identifiable as belonging to a series production model of car of which 2500 units have been made in any one production year. Engine swaps must be homologous i.e. retain the same number of cylinders and configuration e.g. in line 4 cylinder.

5.3.2 Radiators must remain in their standard positions but additional oil or water coolers can be fitted.

5.3.3 Production cylinder head may be freely modified.

5.3.4 The standard production flywheel may be machined or replaced.

5.3.5 Exhaust manifolds and exhaust systems are free. Exhaust exiting on the driver's side must be behind the line of the driver. Front exiting exhaust must be located on the opposite side of the driver's substantive position.

5.3.6 Ignition system is free.

5.4.0 SUSPENSION & RUNNING GEAR:

5.4.1 Clutch/flywheel, gearbox and gearing are free except for sequential or electronic gear change boxes which are not allowed. Up to six forward gears are allowed, and must have a functional reverse gear.

5.4.2 Modifications to suspension which involve the addition or modification of anti-roll bars, radius arms, panhard bars, watts linkages, anti tramp bars or other linkage systems or suspension devices are permitted.

5.4.3 The principle of suspension may not be changed. For example, strut suspension may not be substituted by wishbone type suspension: a live rear axle may not be substituted by independent rear suspensions.

5.4.4 The method of springing may be changed. For example leaf springs may be substituted by coil springs.

5.4.5 The position of the suspension attachment points on the chassis may be changed. Springs and shock absorbers, including strut shock absorber inserts, may be substituted.

5.4.6 Cross-bracing of Mac Pherson strut towers is permitted.

5.4.7 Brakes and brake systems may be substituted, except for non-metallic brake disc which are not permitted. Master cylinder, calipers, rotors and drums are free. Dual master cylinders or tandem type may be fitted. Carbon fiber components are not allowed.

5.4.8 Limited slip differential may be installed; ratios are free, in production housings belonging to manufacturer of either car's engine or body.

5.4.9 Steering mechanisms are free.

5.4.10 Rims are free as to material and diameter provided that the outer edge of the wheel/tyre does not protrude beyond the body work or fender flares.

5.4.11 Maximum tyre width of 9" (225 mm) allowed.

5.4.12 Tyre Type: Hard compound tyres, e.g. Hoosier Street TD, Kumho V700 & A008R, A032R Yokohama etc. Tyres must be readily identifiable and any tyre that cannot be identified will be rejected by the scrutineers. It may be possible to use other tyres other than those mentioned above but the specifications must be brought to the committee & the Drivers of the particular group not less than one (1) month prior to the date of intended use. The Committee reserves the right to accept or reject any tyre other than the above.

6.0.0 GROUP 3 – EXTENSIVELY MODIFIED CARS:

6.1.0 DEFINITION:

Group 3 is intended to provide competitors with the opportunity of racing cars not eligible to compete in Group 1 and Group 2 because they have been extensively modified, and lightened.

6.1.1 3000CC maximum allowable capacity

6.1.2 POWER TO WEIGHT STRUCTURE:

Turbo Charged/supercharged - Add 40% to cubic capacity.

Piston - 0.80 lbs/cc

Rotary - 0.80 lbs/cc

6.1.3 POWER AND WEIGHT RESTRICTIONS:

- Minimum weight of any car - 1600 lbs
- Weighing of Cars will include driver at a 160lbs factor.

e.g 13B Engine – $2616\text{cc} \times .75 + 160 = 2122$ lbs with driver

1800cc Turbo– $1800 \times 1.4 \times .75 + 160 = 2176$ lbs with driver

6.2.0 GENERAL

6.2.1 A different Engine, gearbox or rear axle may be fitted as set out below.

6.2.2 Modifications may be made to the suspension as set out below.

6.2.3 Tubular chassis and Trans axle types are not allowed

6.2.4 The body of the car may be lightened, except as prohibited under rules pertaining to bodywork and minimum weights below.

6.2.5 Cars powered by Rotary 12A engine will be deemed to be 2292cc (1146x2) capacity and are eligible to compete in Group 2B and 3.

6.2.6 Cars powered by Rotary 13B engines will be deemed 2616cc (1308x2) capacity and are eligible to compete in Group 3 and 4.

6.2.8 Driving aids being traction control and launch control allowed are not allowed.

6.3.0 ENGINE:

6.3.1 Modifications unrestricted.

6.4.0 BODYWORK

6.4.1 The body structure of the car between the front and rear windscreens must be identified as having been derived from series produced car generally available for purchase by the public, of which 2500 units were manufactured in any one production year.

6.4.2 Unlimited lightening or substitution of panels or body structure may be carried out provided that in the opinion of the scrutineers an unsafe condition is not produced.

6.4.3 Transmission and final drive- complete freedom (electronic gearboxes not allowed).

6.4.4 Front and rear windscreen can be substituted and must be of safety material such as LEXAN.

6.4.5 The forward firewall may be relocated to 3" behind the leading edge of the windshield and, in the passenger foot well may be bulged rearward to flush with the face of the dash as approved by the Chief Scrutineer. The rear seat well may be covered flush with the top of the well otherwise, standard production firewall locations and orientations must be maintained.

6.4.6 All body work flares, spoilers and wings must be within six (6) inches of the plan and side views of the original car being used (i.e. six inches in front, six inches overhanging the rear of the car, six inches wider on both sides of the car and six inches higher than the highest part of the roof).

6.5.0 SUSPENSION AND RUNNING GEAR:

6.5.1 The principle of the suspension may not be changed. For example, strut suspension may not be substituted by wishbone type suspension: a live rear axle may not be substituted by independent rear suspension.

6.5.2 Brakes are free. Carbon fiber components are not allowed.

6.5.3 Rims are free as to material and diameter provided that the outer edge of the wheel/tyre does not protrude beyond the body work or fender flares.

6.5.4 Maximum tyre width of 9" (235 mm) allowed.

6.5.5 A maximum of 6 Slick tyres of any compound are allowed for qualifying and racing per event, rain tyres are free. These tyres will be declared to the scrutineer and registered before qualifying commences.

GROUP 4 (Caribbean Motor Racing Championship Rules 2008)

Technical Regulations

7.1.0 DEFINITION:

Caribbean Motor Racing Championship is intended for the best cars and drivers to be grouped together in one race to allow for equal and exciting competition between both cars and drivers.

7.1.1 4000CC maximum allowable capacity

7.1.1.2 2500cc maximum allowable forced induction capacity

7.1.2 POWER TO WEIGHT STRUCTURE:

Turbo Charged/supercharged - Add 70% to cubic capacity.

Piston - 0.70 lbs/cc

Rotary - 0.70 lbs/cc

4 Wheel Drive /All wheel Drive - 0.70 lbs/cc

Tubular Chassis (100%) - 0.725 lbs/cc

Tubular Chassis Transaxle equipped cars -0.75lbs/cc

7.1.3 POWER AND WEIGHT RESTRICTIONS:

- Cars will be Scrutineered for safety. Cars must be within a limit that's safe.
- Minimum weight of any car - 1400 lbs
- Weighing of Cars will include driver at a 160lbs factor.

e.g 13B Tube Frame - $2616\text{cc} \times .725 + 160 = 2056$ lbs with driver

13B Tub Chassis - $2616 \times .70 + 160 = 1991$ lbs with driver

2200cc Turbo AWD - $2200 \times 1.7 \times .70 + 160 = 2778$ lbs with driver

2000cc Turbo AWD - $2000 \times 1.7 \times .70 + 160 = 2540$ lbs with driver

20B Tub Chassis - $3531\text{cc} - 3531 \times .70 + 160 = 2631$ lbs with driver

13B Turbo - $4000\text{cc} - 3531\text{cc} - 3531 \times .70 + 160 = 2631$ lbs with driver

2000cc Turbo 2WD - $2000 \times 1.7 \times .70 + 160 = 2540$ lbs with driver.

TIRE Restrictions

7.2.1 Tires for all 2WD cars will be restricted to 13 inches rim width with diameter being restricted to 19 inches.

7.2.2 Tires for all 4WD cars will be restricted to 10 inch rim width with diameter being restricted 19 inches.

7.2.4 A maximum of 8 Slick tires of any make or compound are allowed for qualifying and racing per event, rain tires are free. These tires will be declared to the scrutineers and registered before qualifying commences.

7.2.0 GENERAL

7.2.1 A different Engine, gearbox or rear axle may be fitted as set out below.

7.2.2 Modifications may be made to the suspension as set out below.

7.2.3 Tubular chassis and Trans axle types are allowed.

7.2.4 The body of the car may be lightened, except as prohibited under rules pertaining to bodywork and minimum weights below.

7.2.5 Cars powered by Rotary 12A engine will be deemed to be 2292cc (1146x2)

7.2.6 Cars powered by Rotary 13B engines will be deemed 2616cc (1308x2)

7.2.7 Cars powered by Rotary 20B engines will be deemed 3531cc (1962X1.8)

7.2.8 Cars powered by Rotary 13B Turbo engines will be deemed 3531cc

7.2.9 traction and launch control systems are allowed.

7.3.0 ENGINE:

7.3.1 Modifications unrestricted.

7.4.0 BODYWORK

7.4.1 The body structure of the car between the front and rear windscreens must be identified as having been derived from series produced car generally available for purchase by the public, of which 2500 units were manufactured in any one production year.

7.4.2 Unlimited lightening or substitution of panels or body structure may be carried out provided that in the opinion of the scrutineers an unsafe condition is not produced.

7.4.3 Transmission and final drive- complete freedom

7.4.4 Front and rear windscreen can be substituted and must be of safety material such as LEXAN.

7.4.6 All body work flares, spoilers and wings must be within six (6) inches of the plan and side views of the original car being used (i.e. six inches in front, six inches overhanging the rear of the car, six inches wider on both sides of the car and six inches higher than the highest part of the roof).

7.5.0 SUSPENSION AND RUNNING GEAR:

7.5.1 The principle of the suspension may be changed. For example, strut suspension may be substituted by wishbone type suspension: a live rear axle may be substituted by independent rear suspension.

7.5.2 Brakes are free. Carbon fiber components are not allowed.

7.6.0 FUEL

7.6.1 The fuel used must be commercially available gasoline of either the automotive or aviation type or an approved Racing blend. The use of Methanol, Ethanol or other such substances as a primary or secondary injected fuel will be allowed.

7.6.2 No nitrous oxide or such injected systems allowed.

8.0.0 GENERAL ELIGIBILITY AND ENTRY:

8.0.1 The meeting is organized by the GMR&SC and is governed by these standing rules & regulations.

8.0.2 All persons taking part in the meeting, race officials, competitors, etc. will be deemed to have read and to be acquainted with these standing rules and regulations.

8.0.3 It is the responsibility of the competitor to provide insurance for him/herself and his/her vehicle against damage to the person's property of third parties that he/she may become legally liable for. Competitors should note that an ordinary motor vehicle policy, excludes racing from its coverage.

8.0.4 All competitors (with the exemption of Foreign Competitors competing at the invitation of the GMR&SC) must be full financial members of the GMR&SC and provide proof of their membership to the Race Secretary prior to competition.

8.0.5 Competitors must have a competition license, issued by the GMR&SC or a creditable racing organization/institution. Application forms for a competitor license are available at the registered office of the club.

8.0.6 Entry forms for a race meeting are available at the registered office of the club. Any registered competitors who do not race and do not submit a valid reason for his/her nonappearance will be fined not less than \$10,000.00 (ten thousand Guyana dollars).

8.0.7 Classes of racing are governed by the GMR&SC Racing Car Classes and regulations, Karting Regulations, Motorcycling Racing and Drag Racing Rules.

8.0.8 The GMR&SC reserve the right to postpone or cancel any scheduled Race Meeting, Event, Group or Class within a race.

8.0.9 Competitors must be at least 16 years of age, though exemptions to this rule can be made at the discretion of the Stewards of the Race Meeting.

8.0.10 Applicants below the age of majority must provide a notarized statement of permission from a parent or legal guardian.

8.0.11 All competitors must assess for themselves, the facility, organization, safety measures, weather conditions and anything else regarding the risk of competition at any given event. Participation indicates an acceptance of all risks involved.

8.0.12 The use of intoxicants or drugs of any nature which could affect the mental or physical abilities of any competitor as deviant from his/her normal capabilities when in good mental and physical health, are strictly prohibited. Failure to comply will result in punitive action of up to a One hundred thousand dollars (\$100,000.00) fine and three (3) years suspension.

8.0.13 It is the responsibility of every competitor to notify Race Officials of any medical condition that may be worsened by participation at that particular event. Permission to compete following such a notification does not create an assumption of liability on the parts of the Officials or Sanctioning Body.

8.0.14 No competitor may participate in Official Practice Sessions or on Race Day without having signed the official entry and disclaimer forms. Any breach of this regulation by the competitor will result in punitive action of up to Twenty thousand dollars (\$20,000.00) is fines and a one (1) year suspension.

8.0.15 When an event is stopped with up to or less than half of the stipulated laps completed, a full restart will be performed. Should the race be stopped with more than half of the laps completed, the race will be considered completed.

8.0.16 The Scrutineers, Race Stewarts and the Clerk of the Course of the Race Meeting have the power to prevent any competitor or machine from competing, whom/which they may consider unfit for participation.

8.0.17 The decision of the Race Stewarts is final in every case and irrevocable.

8.0.18 ABSOLUTELY NO SPEEDING ON PIT LANE. Further, on approach to Start line for the start of a race, competitors must also exercise caution and are required to

keep to the right lane of the track, halt at the demarcation of the final grid in order of approach, and await the Start line Marshal's direction to their correct grid position. Competitors in breach of this ASR will be penalized using the penalty box system.

8.0.19 Competitors must at all times adhere to the instructions and flag signals of the marshals.

8.0.20 The use of abusive language or threat of physical abuse directed to any GMR&SC Officials by a competitor or pit crew member, or vice versa, will be cause for immediate disqualification from further participation at the race meet in the case of a competitor or crew member and, in the case of an official removal and suspension of duties at the race meet. Any such incident maybe be also dealt with and further penalties given after the race meet.

8.0.21 Competitors should, as far as practicable, stay away from each others pit area, especially during the period immediately following a race. Any altercation between competitors bearing similarity to those described in the above ASR will be punishable using the same penalties as described therein.

8.0.22 Competitors or their crew may not come up to the Control Tower unless summoned by the Clerk of the Course. In all other cases clearance must first be sought from the Pit Manager.

8.0.23 Alcoholic beverages or drugs are not allowed in or around the pit area during the competition. Competitors, pit crew or officials who are believed to have consumed same will be summoned to the Control Tower where an on the spot examination will be conducted by GMR&SC Medical Personnel using a breath analyzer. Any person found guilty of this offence will be expelled from GMR&SC with immediate effect. There are no exceptions to this ASR.

8.0.24 Absolutely NO SMOKING IN PIT. Competitors, crew members or officials found in breach of this ASR will be expelled from the pit immediately, thereby taking no further part in the day's events.

8.0.25 Children (MINORS) are not allowed in the pit.

8.0.26 In the handicap race when you are caught up by a faster car you must give way to that competitor. Failing to do so in the first instance will result in a Blue Flag being shown; failing to comply will result in the competitor guilty of blocking being Black Flagged.

8.0.27 All persons connected with the competition whether taking part as an official or competitor, are bound by GMR&SC Vehicle Classification & Championship Regulations.

8.1.0 ON TRACK:

8.1.1 Any competitor using the escape roads will be deemed to have left the track and must rejoin in at the point near where he left under the direction of the Marshals. A race vehicle leaving the paved track and continuing parallel to it will be deemed to have left the circuit.

8.1.2 No vehicle can be refueled or receive flammable liquid additions other than in their allocated pit area.

8.1.3 No competitors may drive or ride in such a manner as to willfully impede or hinder any other from overtaking or drive/ride in an obstructive manner. Such behavior will render him/her liable to disqualification.

8.1.4 Any race vehicle stopping during a race, except at the pits, may continue unaided, but any outside assistance received shall render that vehicle disqualified.

8.1.5 Any vehicle unable to complete the course either during practice or an actual race shall be stopped well off the track and shall not be moved until permission has been obtained from the Clerk of the Course.

8.1.6 After crossing the finish line at the end of a race, race vehicles must complete the following turn in the normal fashion. Vehicles going straight on at that turn will be deemed not to have finished the race.

8.1.7 Turning around or reversing after going straight, in order to complete the turn will not be considered as completing the turn; a vehicle spinning in the turn will be deemed to have completed the turn.

8.1.8 No competitor may change his vehicle during a race.

8.2.0 GRIDDING

8.2.1 Two calls plus displaying of a notice board in the pits shall be deemed sufficient before the countdown of each race.

8.2.2 Grid positions for cars and karts will be determined by practice times achieved on Official Practice or Race Day. The lowest lap time will be given the most favorable starting position.

8.2.3 Only the pole position may be exchanged upon the wishes of that competitor who has gained it.

8.2.4 Should the same official lap time be recorded by more than one competitor, preference shall be given to the competitor who did the time first.

8.2.5 Race vehicles that did not do Official lap timing, will be allowed to start from the back of the grid and their placement on the grid relative to other race vehicles in a similar position, will be dealt with on a first come first served basis.

8.2.6 For each competitor, re-gridding will be done at the end of each race of the day, based on his/her finishing position at the end of that race.

8.2.7 Any competitor failing to report to the grid or seeking to exit the paddock to report to the grid later than five (5) minutes before start time will not be allowed to exit the paddock or to start.

8.3.0 AWARDS:

8.3.1 No race will be started with less than four (4) race vehicles.

8.3.2 Points will be awarded for first through Sixth positions per class. Trophies will be given for the first three positions.

8.3.3 A minimum of four eligible race vehicles shall constitute a class.

8.3.4 In the event of no constituted class but a constituted race, there will be trophies given for the first two positions, or three positions if it is a Handicap Race.

8.3.5 In the case of two constituted classes in one race; those in the lower class are also eligible for the trophies in the higher class. The points will be awarded according to class entered.

8.3.6 Should the GMR&SC Race Committee deem it appropriate, Champion Awards will be made in all three categories or racing. The awards will be done on a points basis as follows:

1st - 9 points
2nd - 6 points
3rd - 4 points
4th - 3 points
5th - 2 points
6th - 1 point

In the event of a tie on points, the competitor with the better placing will be deemed the champion.

8.3.7 Lap records can only be owned in the categories of fastest car and motorcycle. These can be achieved either within a race or during official qualifying sessions before a race event.

8.3.8 Any race vehicle attaining times which are deemed to be lap records must adhere to the governing G.M.R. & S.C. racing rules and regulations as published and in effect at that time. The rules committee and scrutineers have the absolute power to quarantine and check the vehicle's compliance to the above related rules.

8.3.9 Should a vehicle, not being deemed as racing within the governing rules be allowed to participate either on the starting grid or handicapped in a race, then this vehicle will not be eligible to own a lap record.

8.4.0 PROTEST:

8.4.1 The regulations governing protests against alleged illegality of a competitor's vehicle would apply to all categories of Racing Cars, Go-Karts and Motorcycles.

8.4.2 Protest against alleged illegality of another competitor or any other reasonable cause (e.g. illegal driving) shall be governed as follows:

- (a) The onus of proof lies with the competitor protested against.
- (b) The protest should be lodged orally with the Clerk of the Course within thirty (30) minutes of the event in which the matter protested is alleged to have occurred and shall be followed in writing within one hour (1hr) of the end of that event
- (c) The protest must state specifically the details of the illegality being protested.
- (d) The written protest against an alleged illegality of a mechanical nature must be accompanied with a protest fee of Twenty thousand dollars (\$20,000).
- (e) If the protest is upheld the fee lodged shall be returned to the protester.
- (f) The written protest against any other reason or cause (e.g. illegal driving) will not require a protest fee.
- (g) The Clerk of the Course will notify the competitor protested against of the details of the protest and provide that competitor an opportunity to respond either during or by the conclusion of the race meeting. If the competitor protested against refuses to respond he/she shall be deemed to have acknowledged the correctness of the protest and may be disqualified as a result from the race meeting, or as recommend by the Club's Disciplinary Committee.
- (h) The Clerk of the Course will rule on the protest either during or by the conclusion of the race meeting and will consult with the Chief Observer and any other relevant Officials of the race meeting.

End of document.