

ISLE OF MAN KART RACING ASSOCIATION

Winter 2022 Official Regulations

V1.1

Last Updated: 20 October 2022

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A. General Circuit Regulations

A.1. Paddock Areas

- A.1.1.** All competitors are to park in the paddock area and obey the instructions of the paddock marshal.
- A.1.2.** A fire extinguisher **MUST** be carried in a competitor's vehicle at all times when in the paddock. The fire extinguisher must be readily accessible for use at all times.
- A.1.3.** No persons are to use go-peds, scooters, bicycles, skateboards, roller skates, remote control cars, ball games etc. in the paddock during race or test days.
- A.1.4.** Dogs will be allowed in the paddock area but must be kept on a lead **AT ALL TIMES**. Dogs are not allowed track side at any time.
- A.1.5.** Vehicles may only be driven in the paddock by a person holding an appropriate RTA licence.
- A.1.6.** Competitors are reminded to take all their own rubbish home and do not spill fuel or oil in the paddock area.

A.2. Trackside

- A.2.1.** All person's trackside, including mechanics, must have signed on the appropriate official race day documentation sheets.
- A.2.2.** All person's trackside must wear Hi-Viz outer clothing, the colour of which is to be orange for Officials & Marshalls and yellow for all other persons.
- A.2.3.** Bambino/Cadet/Junior classes may have incident marshals at the discretion of the Clerk of the Course, provided that they have signed on and wear Hi-Viz yellow outer clothing.
- A.2.4.** Smoking is not permitted at any time track side of the perimeter banked hedges or fencing surrounding the track.
- A.2.5.** Standing on the perimeter grass banked hedges on the exit side from the dummy grid to the circuit is not permitted at any time.

A.3. General Conduct

- A.3.1.** If any person, driver or connected team members/guardians, is found to be using threatening or abusive behaviour or foul language at any time in the confines of the circuit or paddock area, IOMKRA officials reserve the right to have said persons immediately removed and excluded from future club events and they will be reported to the general committee who have the right to impose any disciplinary action deemed necessary on that person or persons.
- A.3.2.** Any driver under the influence of alcohol or drugs will not be permitted to race. If you sign on and are suspected of being under the influence the club has the right to breathalyse you.
- A.3.3.** Any person found to be bringing the Club into disrepute, damaging the paddock, track or any buildings will be subject to disciplinary procedures of IOMKRA Ltd.

A.4. Social Media

- A.4.1.** Any threatening or abusive behaviour, or defamatory comments made by any person, driver or connected team members/guardians, towards IOMKRA or other members will not be tolerated. IOMKRA reserve the right to have said persons immediately excluded from clubs events and they will be reported to the general committee who have the right to impose any disciplinary action deemed necessary on that person or persons.

A.5. Image Release

- A.5.1.** Members agree that IOMKRA may use images and video from club events for display, advertising, website, social media and news submissions and any other means of promotion of the Clubs business, and the Club has the right to alter the images. Members waive any right to payment, royalties or any other consideration for the use of the images. Members waive the right to inspect or approve the finished product, including written or electronic copy, wherein Members' likeness appears. IOMKRA is hereby held harmless and released and forever discharged from all claims, demands, and causes of action which Members, or any other persons acting on Members behalf have or may have by reason of this authorization.

B. General Winter Series Regulations

The Isle of Man Kart Racing Association Sprint Championships are organised and administered by the Isle of Man Kart Racing Association (IOMKRA) in accordance with these Sprint Championship Regulations.

IOMKRA will organise a series of sprint races through the year at the JCK Kart Circuit, Jurby, Isle of Man to form a Sprint Series.

Organised dates will be published on the website (www.iomkra.com) and on the clubs Facebook group(s) and pages.

The events are run outside of Motorsport UK (MSUK) as an Independent Kart Race (IKR) but the MSUK guidelines as laid out in the 2022 Kart Race Yearbook are referenced for clarifications of specifications, regulation and restrictions of engines and chassis for classes that fall within Motorsport UK Championships normally, unless otherwise stated.

The MSUK and ABKC are also referenced for guidelines on sportsmanship and general behaviour.

All events will be held in accordance with these Regulations and any other written final instructions issued by IOMKRA Ltd.

B.1. Eligibility

- B.1.1.** Competitors must either be fully paid-up members of IOMKRA or pay the additional non-member entry fee.
- B.1.2.** Competitors under the age of 18 years must be accompanied by a parent / guardian who must sign on as the Entrant of that competitor and remain at the meeting for its entirety.
 - B.1.2.1.** Parents/Guardians of the competitor must be a fully paid-up member of IOMKRA as a Non-Driver.
 - B.1.2.2.** Parents/Guardians must comply if requested to produce official confirmation of date of birth.
- B.1.3.** Membership applications may be refused.
 - B.1.3.1.** Refused applicants may not attend IOMKRA events unless attendance is granted via IOMKRA official communication.

B.2. Championship

- B.2.1.** The events are rounds of the 2022 Isle of Man Kart Racing Association Limited Winter Sprint Championship incorporating various classes as detailed under Class Structure within this document.
- B.2.2.** All fully paid-up members who start a heat or final are eligible to score points for the IOMKRA Winter Sprint Championship.

B.3. Entries

- B.3.1.** The maximum number of entries for a meeting is 100, unless 20 fully paid entries are received before the closing date at standard fee shown in Section 3 the event may not take place. Entries will be accepted in receipt order and should they exceed 100 those after this will go on a reserve list, again in receipt order.
- B.3.2.** The maximum number for each race is 34.
- B.3.3.** The minimum number for each race is 3.
- B.3.4.** Should any of the minimum figures not be reached, the organisers have the right to either, cancel the meeting or amalgamate classes as necessary.
- B.3.5.** Entries open on publication of these regulations and close at the standard entry fee listed below at 23:59 on the dates listed under Section 3, seven days prior to the event.

| Class | IOMKRA Member | Non-Member |
|---------|---------------|------------|
| Bambino | £35 | £40 |
| Cadet | £37 | £42 |
| Junior | £37 | £42 |
| Senior | £46 | £51 |

- B.3.6.** Late entries will be accepted up to 09:00 on the morning of the event but will incur an additional surcharge of £30.00 per entry.
- B.3.7.** Competitors racing in more than one class must submit an entry for each class and pay the entry fee for each.
- B.3.8.** Entry forms must be submitted online via <https://iom.alphatiming.co.uk/register/ikr> with the correct entry fee sent to the bank details below. The club can refuse an entry if the correct fee is not received by the entry deadline.
- B.3.9.** All entries must be paid for prior to the event.
- B.3.10.** Should you be unable to complete an entry via the online system or complete payment to the club's bank account you are advised to contact the Entries Secretary at iomkra@manx.net

- B.3.11.** Competitors are responsible for completing entry forms accompanied by the correct fee to arrive prior to the closing date. The Club has the right to refuse any entry not accompanied by the correct fee or not on the correct entry form.
- B.3.12.** Should payment be arranged by cheque for the entry fee, and be returned from the bank for any reason, then a £15 administration fee will be charged.
- B.3.13.** Entries will be acknowledged following receipt of payment via the online entries system to the competitors registered email address.
- B.3.14.** In the event of the meeting being cancelled or a competitor withdrawing a refund of entry fee will be made less an administration fee of £10.00. Refunds will only be made for withdrawn entries if received by the Entries Secretary on the Friday prior to race day. Under no other circumstances will refunds be given for entry fees.

| | |
|----------------|---|
| Bank | Isle of Man Bank |
| Sort Code | 55-91-10 |
| Account Number | 14554003 |
| Account Name | Isle of Man Kart Racing Association |
| Reference | <Invoice Number Provided by Alpha Timing> |

B.4. Alteration to Event Format

- B.4.1.** In the event of a meeting being uncompleted for any reason the following will apply:
- B.4.1.1.** If an event is stopped prior to the completion of the heats, there will be no points or awards given for the event. The event will be classed as a cancelled meeting.
- B.4.1.2.** If an event is stopped after completion of the heats the results will be declared on the results of the grid positions for the final and trophies and championship points awarded accordingly. The event will be classed as a counting meeting.

B.5. Enforcement of these Regulations

- B.5.1.** Disputes regarding these regulations will be settled by the Stewards in accordance with these regulations and any additional relevant information issued by either IOMKRA or MSUK.
- B.5.2.** Any appeals regarding interim results issued after each round must be addressed to the IOMKRA Committee within 7 days of the results being issued.
- B.5.3.** The date of issue shall be taken as the date of posting on the IOMKRA website (www.iomkra.com)

B.6. Ties

- B.6.1.** If a tie should exist at the end of the championship, for any position, the results of the dropped round will be taken into account. Should a tie still exist after this then it will be decided in the favour of the competitor with the greatest number of first places in finals. If still undecided, the number of 2nd places in the finals, then 3rd places and so on until resolved.

B.7. Championship Awards

- B.7.1.** There will be one trophy awarded for every four entries in each class up to a maximum of three trophies per class, at the end of the days racing, subject to protests. Trophies not collected after the meeting at the trophy presentation may be forfeited.

B.8. Awards Presentation

- B.8.1.** The presentation for the 2022 Championship Awards will be made at a date to be advised.

B.9. Clarification

- B.9.1.** If you require further information or clarification of any Championship Regulations, please contact the organisers in writing.

C. General Rules for All Classes

C.1. Kart

- C.1.1.** All competitors are required to provide a scrutineering card, these are available to be printed from the IOMKRA website (www.iomkra.com) for which they have sole responsibility. These should be completed correctly including all seal numbers if used, engine and chassis plate numbers prior to racing and handed in to the officials when Signing On. This will be retained by the officials for the duration of the meeting and beyond for future ones. Any required changes before a meeting should

be written in the correct area and returned to the officials prior to the commencement of the meeting.

- C.1.2.** All classes will be allowed one chassis. However, if damage occurs to the chassis which has been scrutineered for the meeting, if in the opinion of the scrutineer it is not practical to repair in time, one alternative chassis may be scrutineered, at the discretion of the Clerk of the Course, in order to continue the meeting.
- C.1.3.** Only one spare engine is allowed per class and must be declared on the scrutineering card at the time of scrutineering. This is except for those classes which have two engines as standard (Honda Junior and Honda Senior classes), those classes may have two spare engines.
- C.1.4.** Competitors may raise a query regarding the conformity of other competitors in the class which they compete against, this must be raised to the Clerk of the Course immediately after the race.
- C.1.5.** The officials named on the day of the event will be Judges of Fact with regards to safety and eligibility of karts and lap scoring respectively.

C.2. Clothing

- C.2.1.** Drivers must wear suitable clothing whilst racing. All clothing must be in good condition free from holes, tears etc., and to the satisfaction of the Scrutineer. Kart race suits are acceptable or one-piece leathers (or two piece providing they are securely zipped together). Drivers are advised to wear under garments that provide fire resistance.
- C.2.2.** Race suits must be securely fastened and must be properly done up whilst racing. Waterproof over-suits may be used provided they are over an approved race suit. Proper racing boots are recommended, and all footwear MUST provide ankle protection. Gloves, either fabric material or leather, must be worn. Neck braces and rib protectors are recommended.
- C.2.3.** Drivers must wear a recognised full-face motorcycle or karting crash helmet that fits correct and is always correctly fastened. Competitors are required to keep their helmets on, fastened and their other protective clothing in place until they are clear of the boundaries of the racing circuit.
- C.2.4.** Competitors must not carry bum bags, tools, weighted belts or the like. In your own interest you are advised to remove from your person whilst racing - mobile phones, watches, combs, jewellery or the like and in particular earrings.
- C.2.5.** No jumpers with attached hoods (hoodies) or any clothing with attached hoods may be worn at any time underneath a kart suit.

C.3. Timing

- C.3.1.** Transponder timing systems will be used via Alpha Timing.
- C.3.2.** TranX160 transponders MUST be fitted to all karts on the rear of the seat and it is the responsibility of the driver to ensure that the transponder is working correctly, the signal is not obscured in any way and the battery is sufficiently charged.
These transponders will be used for lap scoring and any timed practice and must be in place and working for practice and races. Transponders not fitted or not working correctly may result in the competitor not being lap scored or timed and no finishing position and Championship points given.
- C.3.3.** Any competitor not owning their own transponder will be able to hire one for the duration of the meeting from the IOMKRA. A charge of £10 will be made for the hire and the competitor will be responsible for the safe return of the transponder to IOMKRA and, if lost or damaged, must pay the full costs of repair or replacement of the transponder.
The club has a limited number of transponders available for hire and once these are all allocated the option will not be available on the entries systems, at that point competitors will need to arrange themselves.

D. Race Day Code of Conduct

D.1. Signing On

- D.1.1.** All competitors must have signed on before the driver briefing on the day of the event.
Competitors under the age of 18 years must be accompanied by a parent / guardian who must sign on as the Entrant of that competitor and remain at the meeting for its entirety.
- D.1.2.** By signing on, all competitors, parents and or guardians understand and accept the risks involved during the event. It is also the responsibility of the competitor (or parent/guardian if under 18) to explain the risk involved to anyone associated with them.

E. Itinerary

E.1.1. The IOMKRA Winter Series will be run over 3 rounds with each round consisting of:

| Class | Heats | Final |
|---------|------------|------------|
| Bambino | 8 minutes | 8 minutes |
| Cadet | 8 minutes | 10 minutes |
| Junior | 8 minutes | 10 minutes |
| Senior | 10 minutes | 12 minutes |

E.1.2. The durations may be reduced in unforeseen circumstances and will be announced on the dummy grid prior to the race. Changes can also be made during the race for safety reasons.

F. Race Procedure

F.1. Programme

| Time | |
|----------------|--------------------------------------|
| 08:00 – 08:45 | Signing On |
| 08:00 – 08:45 | Scrutineering |
| 08:45 – 09:00 | Driver Briefing |
| 09:30 - Finish | Practice / Qualifying, Heats, Finals |

F.1.1. The circuit is approximately 1075 metres in length for ALL classes of karts.

F.1.2. All competitors must complete a minimum of three (3) laps during the qualifying to be eligible to race, or at the discretion of the Clerk of the Course.

F.2. Classification of Meeting

F.2.1. For all events the Clerk of the Course will designate the meeting as follows:

DRY - All Competitors shall use dry tyres

OPEN - Competitors have the choice of tyres (wet or dry)

F.2.2. The Clerk of the Course may reclassify the meeting as deemed fit throughout the meeting based on the weather and track conditions. Any change following the drivers briefing must be advised to all entrants.

F.2.3. At no time may a Kart be fitted with a mixture of wet and dry tyres.

F.3. Start Procedure (including dummy grid)

F.3.1. Drivers who fail to take their correct position on the dummy grid when instructed must start the race at the rear of the grid.

F.3.2. Excessive weaving to warm up tyres is prohibited and will be investigated and punished by moving the driver to the back of the grid or a time penalty may be issued.

F.3.3. The karts approaching the Start Line must remain in formation, at approximately half race speed (which will be set by the pole sitter) and be driven within the set of two metre lines appropriate to their side of the grid. It will be deemed an offence to accelerate in any way before the Yellow Line or drive outside the marked lines

F.3.4. When the starter is satisfied that the karts are approaching the start line in the correct position and at an acceptable speed, the starting signal will be given by dropping the national flag. If a further lap is required, this will be indicated to drivers by the starter rotating the rolled flag above their head.

F.3.5. Once the race start has been given drivers can break formation, but should this occur before the dropping of the national flag (i.e. drivers leave the corridors, or break formation, with the flag still lifted) then a false start will be called.

F.3.6. False/Jump Start: A false start occurs when a driver under starters orders gains an unfair advantage by either: a) Being in an incorrect position on the grid, or b) Moving forward from his prescribed position or c) Breaking Formation: When a driver, under Starter's orders, in the case of a rolling start, fails to maintain their corridor, or accelerates early or unevenly.

F.3.7. The application of a penalty will be at the discretion of the Clerk of Course and may be by applying a suitable place or time penalty if the race start is allowed, alternatively placing the offender at the rear of the grid is also an option available.

F.3.8. A yellow line is painted 25m ahead of the start line. It is forbidden to accelerate before having crossed that line and any breach may result in a penalty up to and including exclusion.

F.3.9. The starter, along with the Timekeeper and Clerk of Course (s), will be Judges of Fact in respect of race starts.

F.4. Race Finish

- F.4.1.** Following the chequered flag, competitors should slow down in a safe manner and proceed at this speed leaving the track via the access lane in a slower, controlled manner.
- F.4.2.** Competitors occupying the top four places in the race results will be required to be weighed for conformity as they leave the circuit.
- F.4.3.** Competitors outside of the top 4 places may be selected for a weight check and they will be advised prior to the weight bridge.

F.5. Results

- F.5.1.** All provisional results will be published as soon as possible after each race and displayed on the notice board in the signing on building.
- F.5.2.** Results will become final 15 minutes after the conclusion of each race.
- F.5.3.** Provisional championship points will be published within seven days following the publication of each rounds final result via the clubs website (www.iomkra.com), and may additionally be sent to all IOMKRA members to their registered e-mail address.

G. Scrutineering

- G.1.1.** Karts must always meet with these technical regulations during official practice and racing. It is the competitors' responsibility to ensure that their kart complies.
- G.1.2.** Technical checks may be carried out before, during and after practice and racing. The scrutineers are empowered to undertake any form of verification they deem necessary.
 - G.1.2.1.** The scrutineers may make tyre tests. Tests may be carried out by a portable detector to detect the application of illegal chemical substances applied to tyres.
- G.1.3.** The kart must satisfy the scrutineer that it is safe, is of a construction strong enough, and has brakes, wheels and steering adequate for speeds likely to be attained.
 - G.1.3.1.** It should not include any components of a temporary character, nor present any undue hazard to its driver or other competitors.
 - G.1.3.2.** The chassis must be of one-piece construction, either brazed or welded and constructed from magnetic steel tubing whose cross-section is free.
 - G.1.3.3.** All karts may be checked by a scrutineer before being permitted onto the circuit. Please note that the fuel caps and systems will be checked during scrutineering and if found to be loose or defective must be replaced/repared before the driver is permitted to race.
 - G.1.3.4.** Any kart damaged or breaking down on the circuit during an event may be returned to the designated pit area for repair and must be checked before being allowed to continue.
 - G.1.3.4.1.** Such checks will place emphasis on the safety of the kart in respect of securely fitted bumpers, seat and other equipment, such as bodywork etc; freedom from sharp protrusions which could cause injury or damage; and correct operation of the brake/throttle/steering.
- G.1.4.** The weigh scales and check weights provided for competitor use at scrutineering are deemed to be correct on the day.
- G.1.5.** The scrutineers may make fuel tests during the event. Any driver suspected of having ineligible fuel after these tests will be obliged to pay a minimum fee of £500 deposit for an approved fuel test and the race results will be declared provisional.
 - G.1.5.1.** Following such approved tests, if the fuel is found to be ineligible, the driver will be excluded from the results.

H. Penalties & Warnings

- H.1.1.** The Clerk of the Course is empowered to penalise competitors for not complying with the Race Regulations, Specific Race or Technical Regulations.
- H.1.2.** Warnings will be shown by use of flags detailed in this document at the start/finish line.
 - H.1.2.1.** Warnings that are applied post-race will be advised to those concerned.
- H.1.3.** It is the driver's responsibility to make their way to the Clerk of the Course if required.
- H.1.4.** Parents/Guardians of children who are receiving a penalty are not permitted to interfere with the Clerk of the Course's discussion with the child. We are not trying to upset or verbally abuse your child we are advising them and trying to teach them the correct manner in which they should perform on circuit.
 - H.1.4.1.** Parents/Guardians who do not behave in a reasonable manner or become aggressive or verbally abusive will incur penalties, including possible disqualification from the

race/event/championship, for the child for whom they're responsible and/or may be instructed to vacate the premises and risk further consequences in accordance with the Club's disciplinary procedures.

| KART TECHNICAL | PENALTY |
|--|--|
| Scrutineer Non-Compliance Report, vehicle, or component ineligible | Exclusion (race or meeting) |
| Underweight | Exclusion (race) start back of rid for next heat |
| All other technical matters at the Clerk of the Course's discretion | |

| STARTING PROCEDURE | PENALTY |
|--|--|
| Failure to sign on | Non-Start |
| Not attending Driver's briefing | Possible Non-Start |
| Late arrival to dummy grid | Start from back of grid |
| Failure to make dummy grid | Start from back of grid |
| Excessive weaving during formation laps | Start from back of grid or 5 second penalty* |
| *Or at the Clerk of the Course's discretion | |
| All other technical matters at the Clerk of the Course's discretion | |

| DRIVING STANDARDS | PENALTY |
|--|--|
| Gaining an Unfair Advantage | 10 second penalty* |
| ABC - Advantage by contact – first offence | Warning/Possible 5 second penalty |
| ABC – Advantage by contact – second offence | Warning & 10 second penalty* |
| ABC – Advantage by contact – third offence | Black Flag – possible exclusion |
| Driving in a manner incompatible with general safety | Warning/Black Flag* |
| Driving in a manner incompatible with general safety – Aggravated Contact | Black Flag – verbal warning |
| Failure to comply with flag signals – first offence | Warning/Possible 5 second penalty - speak to CoC |
| Failure to comply with flag signals – second offence | 10 second penalty* |
| Failure to comply with flag signals – third offence | Black Flag & Exclusion (meeting) |
| Overtaking or failure to slow down after chequered flag | 3 place penalty |
| Safety apparel | Refusal to compete |
| Safety Apparel during race | Black flag |
| *Or at the Clerk of the Course's discretion | |
| All other technical matters at the Clerk of the Course's discretion | |

| EVENT BEHAVIOUR | PENALTY |
|---|---|
| Failure to obey an Official of the Meeting | Exclusion (meeting possible championship) |
| Aggression to officials or competitors by competitor or any member of party | Exclusion (meeting possible championship) |
| Bringing the sport into disrepute | Exclusion (meeting possible championship) |
| Drugs & alcohol | Exclusion (meeting possible championship) |
| All other technical matters at the Clerk of the Course's discretion | |

I. Points

- I.1.1. Competitors are eligible to score points on all rounds of the championship. The total points scored by a competitor for each Sprint Meeting will be the culmination of points scored for each Heat and Final during the meeting.
- I.1.2. All competitors that take the start of a race by crossing the start line under their own power but do not take the chequered flag will be classified as a finisher if they complete over 50% of the race distance. Any competitors completing less than the 50% distance whether they take the chequered flag or not will be awarded the points allocated to DNF.
- I.1.3. Should any driver be excluded or disqualified from a race (heat or final) then no points will be received for the heat or final that the exclusion/disqualification occurred. In the event of exclusion/disqualification for any reason that round may not be classed as a dropped score and

must count as a scoring round towards the competitor's championship total for the class in which they received the penalty.

I.1.4. Competitors must discount their one lowest round score towards their final overall championship classification.

I.1.5. A round which is cancelled will not be classed as a possible event.

I.1.6. Championship Points Scoring Scale:

Qualifying & Heats:

1st 40, 2nd 39, 3rd 38, 4th 37 and decreasing by 1 point per position thereafter. DNS, 0. DNF, 1.

Finals:

1st 100, 2nd 95, 3rd 90, 4th 85 and decreasing by 5 points per position thereafter. DNS, 0. DNF, 5.

J. Class Structure

J.1.1. Eligible age within each class begins in year of and ends on the day of birthday noted below.

J.1.2. Once you have moved up to another class you may not return to your previous class.

J.1.3. This supersedes any differences in MSUK 2022 Year Book.

| Class | Age | Weight | Gearing | Dry Tyre | Wet Tyre |
|------------------------------------|---------|--------|---------|---|---|
| Bambino Comer C50 | 6 – 8 | 71kg | OPEN | Le Cont MSA 04, all-weather tyres | Le Cont MSA 04, all-weather tyres |
| Honda Cadet Extreme (200) | 8 – 13 | 105kg | OPEN | Dunlop SL3- MSUK | Dunlop KT3 |
| Honda Junior Extreme (GX200) | 13 – 16 | 165kg | OPEN | Dunlop SL1 | Dunlop KT3 |
| Mini Max | 11 - 14 | 132kg | OPEN | MOJO D2XX 'CIK-Option' & MOJO D2 | MOJO W5 'CIK Rain' & MOJO W2 |
| Junior Rotax | 13 – 16 | 148kg | OPEN | MOJO D2XX 'CIK-Option' & MOJO D2 | MOJO W5 'CIK Rain' & MOJO W2 |
| Honda Senior Extreme (GX200) | 15+ | 185kg | OPEN | Dunlop SL1 | Dunlop SL1 |
| Senior Rotax | 15+ | 162kg | OPEN | MOJO D5 'CIK-Option' OR Le Cont SVC KZ | MOJO W5 'CIK Rain' |
| Libre | 15+ | 162kg | OPEN | MOJO D5 'CIK-Option' OR Le Cont SVC KZ | MOJO W5 'CIK Rain' |

K. Technical Regulations

K.1.1. For classes where technical regulations are detailed under Motorsport UK (MSUK) please refer to the 2022 Karting Yearbook (The Gold Book) which can be found following the below link:

<https://www.motorsportuk.org/resource-centre/>

K.1.1.1. Any variations to technical regulations within a MSUK listed class will be detailed below and will supersede MSUK.

K.1.2. Any technical regulations for classes not listed within the MSUK Yearbook are detailed below.

K.1.3. These Regulations are subject to periodic review and possible alteration.

L. Bambino Regulations

Refer to MSUK 2022 Yearbook; additionally:

L.1. Driver Eligibility

L.1.1. 6-8 years old.

L.1.2. Considered eligible in the year they turn 6 years old but must prove competence:

L.1.2.1. By completing an assessment at an IOMKRA arranged day – see Facebook group for updates.

L.1.2.2. Drivers must obtain a minimum lap time, set on the day.

L.1.2.3. Drivers must show a minimum level of competence and awareness on the track.

L.1.3. Drivers who fail to pass the assessment procedure:

L.1.3.1. will not be permitted to race.

L.1.3.2. Drivers may attend practice sessions and training days.

L.1.3.3. Drivers can ask to be assessed again at a later date once they have shown improvement.

L.1.4. Drivers will cease to be eligible on the day of 8th birthday. Exceptions maybe made for Driver not having experience or unable to make weight.

L.2. Engines

L.2.1. The Bambino class will run with the 10mm restrictor in place.

L.3. General Rules

L.3.1. Parents/guardians will be allowed to walk on to the grid and help their child line up to race.

L.3.2. It is NOT permitted at any time:

L.3.2.1. to rev, the kart with the back wheels lifted off the floor

L.3.2.2. to rev the kart while moving the kart manually back and forth to scrub/clean or heat the rear tyres.

L.4. Starting Procedure

L.4.1. Karts will start on the grid, standing start.

L.4.2. When the starter is satisfied that the karts are in the correct position the starting signal will be given by dropping the national flag.

M. Honda Cadet 200 Regulations

The Honda Cadet 200 class will follow the same regulations as per Honda 160 except for the following:

M.1. Driver Eligibility

M.1.1. 8-13 years old.

M.1.2. Considered eligible in the year they turn 8 years old but must prove competence to compete before they turn 8 years old.

M.1.3. Drivers will cease to be eligible in the year of 13th birthday.

M.1.4. Drivers must weigh a minimum of 105kg when weighed with full kit and the kart.

M.2. Engine

M.2.1. 1 x RPM Pro Extreme 200 sealed engines with 2022 regulation single seal in place and RPM log book.

M.2.2. DEP exhaust fitted.

M.2.3. 15mm restrictor plate in the carburettor.

M.2.4. All engine numbers should be registered with the race organisers.

M.2.5. Any engine changes during a race should be by prior agreement with a race official with designated responsibility at that race meeting.

M.2.6. Throttle return springs must be fitted to both the carburettor and pedal.

M.3. Numbers

M.3.1. Front, Side and rear numbers are required.

M.3.2. Yellow Background with Red numbers are advised but not compulsory.

M.3.3. Should be of such font and size that they are easily recognised by officials.

M.4. Buy Back

M.4.1. All GX200 Extreme engines are subject to a buy back clause. See 'Buy Back' section within this document for further details.

N. Honda Junior Extreme (GX200) Regulations

N.1. Driver Eligibility

- N.1.1.** 13 to 16 years old.
- N.1.2.** Competitors should be considered eligible in the year of their 13th birthday.
 - N.1.2.1.** or if they are currently 40kg or above in weight excluding ballast or helmet and over 149cm in height.
- N.1.3.** Drivers who wish to enter the Junior Pro Kart class based on height and weight rather than age:
 - N.1.3.1.** A should be able to demonstrate driving skills and minimum lap times to prove they are competent.
- N.1.4.** A senior official should assess competency at a practice session.
- N.1.5.** A minimum lap time set on the day will need to be achieved before being allowed to race.
- N.1.6.** Drivers will cease to be eligible on the day of 16th birthday.
- N.1.7.** Competitors must be accompanied by and signed on by a parent or guardian that is over 18 years old at each practice and race meeting.
- N.1.8.** Driver Weight - Driver and kart, when weighed together [including kit], should always weigh a minimum of 165kg.

N.2. Chassis

- N.2.1.** Chassis must be from a recognised kart manufacturer.
- N.2.2.** The chassis should be in good condition with no cracks etc.
- N.2.3.** The chassis must be of a one-piece construction.
- N.2.4.** Only one chassis is permitted per round unless agreed by the officials that a chassis is too damaged to continue to be safe.

N.3. Steering Column

- N.3.1.** Must have a collar fitted to secure it to the kart if the bottom bolt fails.

N.4. Adjustments

- N.4.1.** Must only be carried out using manufactured parts that are made to fit the specific kart and be manufactured by a kart spares/manufacturing company.
 - N.4.1.1.** This includes all adjustments to the kart to make the kart smaller:
 - N.4.1.1.1.** to bring the peddles closer to the seat or higher.
 - N.4.1.1.2.** To move the seat stays in to fit a narrower seat.
 - N.4.1.1.3.** To bring the steering wheel closer or higher.

N.5. Engines

- N.5.1.** 2 x RPM Pro Extreme 200 sealed engines with 2022 regulation single seal in place and RPM log book.
- N.5.2.** DEP exhaust fitted.
- N.5.3.** 15mm restrictor plate in the carburettor.
- N.5.4.** All engine numbers should be registered with the race organisers.
- N.5.5.** Any engine changes during a race should be by prior agreement with a race official with designated responsibility at that race meeting.
- N.5.6.** Throttle return springs must be fitted to both the carburettor and pedal.

N.6. Rear Axle

- N.6.1.** 30mm hollow or solid metal.
- N.6.2.** Circlip must be in place at both end of axle to prevent hub loss.
- N.6.3.** 219 drive chain only.
- N.6.4.** Chainguard should be always in place.
 - N.6.4.1.** A plastic strip or the full cover.
 - N.6.4.2.** Gearing is open.
 - N.6.4.3.** Sprocket guards must be fitted and made from plastic only.
- N.6.5.** Brake fitted to the rear axle only.
 - N.6.5.1.** Hydraulic.
 - N.6.5.2.** Metal brake disc only.
 - N.6.5.3.** Drilled or vented disc allowed.
 - N.6.5.4.** Brake safety wire must be fitted in case of failure.

N.6.5.5. A calliper with the maximum of four pistons may be fitted with two per side of the disc, may be used.

N.7. Wheels

N.7.1. Wheels mono aluminium or MAG wheels a. Rear wheel[rims] will be set as the following.

N.7.2. Rear wheels for slick tyres will be a minimum of 200mm and a maximum of 214mm.

N.7.3. Rear wheels for wet tyres will be a set width of 180mm Tyres – All tyres must be NFA marked.

N.8. Tyres

N.8.1. Dunlop SL1 for dry conditions.

N.8.2. Dunlop KT3 for wet conditions.

N.8.2.1. Tyres must NOT be cut.

N.8.2.2. Tyres must NOT be altered in any way.

N.8.2.3. Tyres must NOT have any chemical/s applied to soften or modify the tyre in any way. Including and not restricted to household cleaners.

N.8.2.4. Tyre warmers or any device or equipment that delivers heat into the tyres may NOT be used.

N.8.2.5. Tyres must NOT be cut/scrubbed/abraded manually – other than in the normal running of the kart.

N.9. Bodywork

N.9.1. Side pods must be fitted to the kart, should not exceed the width of the rear tyres, and be securely attached to the chassis.

N.9.2. Nassau panels only NO BIGFOOTS.

N.9.3. Rear Bumper should be CIK Plastic or metal.

N.9.3.1. The rear bumper must be secured to the kart at two points.

N.9.3.2. The rear bumper must cover 50% of each of the back tyres as a minimum.

N.9.4. All bodywork should be securely always attached to the kart, the use of r-clips and circlips where indicated is a must and a scrutineering failure if they are not in place.

N.10. Numbers

N.10.1. Front, Side and rear numbers are required.

N.10.2. Orange Background with Black numbers are advised but not compulsory.

N.10.3. Should be of such font and size that they are easily recognised by officials.

N.11. Weight

N.11.1. The driver and kart together with any ballast required must always weigh a minimum of 165kg.

N.11.1.1. A maximum of 30 kilograms of lead ballast may be added to the kart to achieve this weight.

N.11.1.2. All ballast should be safely and securely fitted the body of the kart or the seat.

N.11.1.3. Weight post will only be allowed to carry a maximum of 7.5kg of lead ballast.

N.11.1.4. Individual pieces or blocks of ballast should weigh no more than 5kg.

N.11.1.5. The use of lead seat inserts or loose lead that the driver sits on will NOT be permitted.

N.12. Buy Back

N.12.1. All GX200 Extreme engines are subject to a buy back clause. See 'Buy Back' section within this document for further details.

O. Honda Senior Extreme (GX200) Regulations

O.1. Driver Eligibility

O.1.1. The class is open to any driver from day of 15th birthday.

O.2. Chassis

O.2.1. Chassis must be from a recognised kart manufacturer.

O.2.2. The chassis should be in good condition with no cracks etc.

O.2.3. The chassis must be of a one-piece construction.

O.2.4. Only one chassis is permitted per round unless agreed by the officials that a chassis is too damaged to continue to be safe.

O.3. Steering Column

O.3.1. Must have a collar fitted to secure it to the kart if the bottom bolt fails.

O.4. Engine

- O.4.1.** 2 x RPM Pro Extreme 200 sealed engines with 2022 regulation single seal in place and RPM log book.
- O.4.2.** DEP exhaust fitted.
- O.4.3.** All engine numbers should be registered with the race organisers.
- O.4.4.** Any engine changes during a race should be by prior agreement with a race official with designated responsibility at that race meeting.
- O.4.5.** Throttle return springs must be fitted to both the carburettor and pedal.

O.5. Throttle

- O.5.1.** Throttle return springs must be fitted to both the carburettor and pedal.

O.6. Rear Axle

- O.6.1.** 30mm hollow or solid magnetic metal only.
- O.6.2.** A circlip must be placed at each end of the axle to prevent hub loss.

O.7. Brakes

- O.7.1.** Fitted to the rear axle only.
- O.7.2.** Metal brake disc only.
- O.7.3.** Drilled or vented disc allowed.
- O.7.4.** Brake safety wire must be fitted in case of failure.
- O.7.5.** A calliper with the maximum of four pistons may be fitted with two per side of the disc, may be used.

O.8. Gearing

- O.8.1.** Gearing is open.
- O.8.2.** Sprocket guards must be used.
- O.8.3.** 219 chain only.

O.9. Wheels

- O.9.1.** Mono Aluminium or MAG wheels.
- O.9.2.** Front wheels must have a maximum width [bead to bead] of 132mm.
- O.9.3.** Rear slick rims must be a minimum of 180 mm [bead to bead], to a maximum of 214mm.

O.10. Tyres

- O.10.1.** Dunlop SL1 only for all conditions.
- O.10.2.** NO WET TYRES WILL BE ALLOWED FOR PRO KARTS.
- O.10.3.** Tyres must not be CUT.
- O.10.4.** Tyres must not be altered in any way.
- O.10.5.** Tyres must not have any chemicals applied to soften or modify the tyres in any way.
- O.10.6.** Tyre warmers or any device designed to put heat in the tyres must not be used.

O.11. Bodywork

- O.11.1.** Side pods must be fitted and should not exceed the width of the rear tyres and should be securely attached to the chassis.
- O.11.2.** Nassau panels and bigfoots are allowed.
- O.11.3.** Rear bumper should be a metal or plastic approved bumper.
- O.11.4.** The rear bumper must be secured at two points.
- O.11.5.** The rear bumper must cover 50% of each rear tyre as a minimum.
- O.11.6.** All bodywork should be securely attached to the kart at all times with mechanical fixings, the use of R-clips and circlips where indicated is a must and a scrutineering failure if they are not in place.

O.12. Numbers

- O.12.1.** Front, Side and rear numbers are required.
- O.12.2.** Yellow Background with Black numbers are advised but not compulsory.
- O.12.3.** Should be of such font and size that they are easily recognised by officials.

O.13. Weight

- O.13.1.** Drivers when weighed together with the kart [including kit] should always be a minimum of 185kg.
 - O.13.1.1.** A maximum of 30 kilograms of lead ballast may be added to the kart to achieve this weight.

- O.13.1.2.** All ballast should be safely and securely fitted the body of the kart or the seat.
- O.13.1.3.** Weight post will only be allowed to carry a maximum of 7.5kg of lead ballast.
- O.13.1.4.** Individual pieces or blocks of ballast should weigh no more than 5kg.
- O.13.1.5.** The use of lead seat inserts or loose lead that the driver sits on will NOT be permitted.

O.14. Buy Back

- O.14.1.** All GX200 Extreme engines are subject to a buy back clause. See 'Buy Back' section within this document for further details.

P. Libre

P.1. Driver Eligibility

- P.1.1.** The class is open to any driver from day of 15th birthday.

P.2. Chassis

- P.2.1.** Any recognisable kart chassis.

P.3. Modifications

- P.3.1.** The only additions permitted, along with modifications solely concerned with their fitment are:
Seats, Nassau Panels, Front Fairing and Ballast to achieve the required weight or for repair purposes.

P.4. Seat

- P.4.1.** Seat must be a recognised kart seat. Additional bolt on seat stays/mountings are permitted, position is free. Bolt fixings must be used at each end of the seat stays. The seat must not show damage or fatigue due the placement of ballast attached to the seat.

P.5. Engine

- P.5.1.** Open for recognised Kart engine, however, the size, weight and mounting must be deemed safe by the scrutineer.
- P.5.2.** Engines may be modified.

P.6. Transmission

- P.6.1.** Direct from the engine to the axle via a single length of chain.
- P.6.2.** All methods of chain oiling and greasing while the kart is in motion are forbidden.
- P.6.3.** All karts must have chain guard strips or fully enclosed transmission guards fitted.

P.7. Floor Tray

- P.7.1.** There must be a rigid, flat floor from the seat to the front and side chassis members, secured to them so as to prevent the driver's feet from sliding off.
- P.7.2.** The rear-most point of the floor tray must not project beyond the middle of the chassis cross rail located under the front of the seat.
- P.7.3.** Any perforation of the floor other than for the attachment of ballast and other applicable accessories must be a production feature and be homologated as such.
- P.7.4.** If perforated, the holes must not have a diameter exceeding 10mm.

P.8. Rear Axle

- P.8.1.** Any recognised kart axle, although any modification from manufacturers specifications are not permitted.

P.9. Brakes

- P.9.1.** One hydraulic or mechanical brake should be fitted to the rear axle only.
- P.9.2.** The brake disc must be made of metal but can be vented or drilled.
- P.9.3.** A calliper with a maximum of four pistons may be used with two per side of the disc.
- P.9.4.** The brake linkage must be duplicated. A brake safety wire should be in place in case of linkage failure.

P.10. Gearing

- P.10.1.** Gearing is open.

P.11. Wheels

- P.11.1.** Wheels are free but must not be made of plastic type materials.

P.11.2. Wheels must be of one moulding/casting. The use of wheels which have been cut and joined to increase or reduce width is expressly prohibited.

P.11.3. Front wheel may have a separate detachable hub.

P.11.4. It is permitted to use wheel balance weights affixed to the wheels.

P.11.5. Front wheel bearings must be of metal type. Ceramic not permitted.

P.12. Tyres

P.12.1. MOJO D5 'CIK-Option' OR Le Cont SVC KZ for dry conditions

P.12.2. MOJO W5 'CIK Rain' for wet conditions

P.12.3. Tyres must NOT be cut.

P.12.4. Tyres must NOT be altered in any way.

P.12.5. Tyres must NOT have any chemical/s applied to soften or modify the tyre in any way. Including and not restricted to household cleaners.

P.12.6. Tyre warmers or any device or equipment that delivers heat into the tyres may NOT be used.

P.12.7. Tyres must NOT be cut/scrubbed/abraded manually – other than in the normal running of the kart.

P.13. Bodywork

P.13.1. All karts must be fitted with bumpers and bodywork providing front, rear and side protection.

P.13.2. Bodywork must be recognised kart bodywork. Any modification to the aerodynamic or structural properties is not permitted.

P.13.3. The Rear Bumper should be CIK Plastic or metal, must be secured to the kart at two points and cover 50% of each of the back tyres as a minimum.

P.13.4. All bodywork should be securely attached to the kart at all times.

P.14. Numbers

P.14.1. Green with White numbers are advised but not compulsory. Numbers are to be displayed on the front, rear and sides as mandatory. They should be of such font and size that they are easily recognised by officials.

P.15. Weight

P.15.1. Minimum 162kg, including the driver. Maximum 190kg, including the driver.

Q. Officials

| | |
|----------------------------|---------------|
| Championship Co-ordinator: | Sarah Johnson |
| Points Administrator: | Sarah Johnson |
| Media Officer: | TBC |
| Stewards: | TBC |

R. Buy Back

For clarification, as per the RPM GX200 “Extreme” regulations, at the end of any race meeting any driver has the opportunity to purchase the engine(s) from any of the other karts entered in their race class. Junior and Senior Extreme Prokart engines MUST be purchased as the pair that raced.

Before karts are released from Parc Ferme after the completion of the Final, any driver wishing to purchase engine(s) under Buy Back must notify the Clerk of the Course of their intention. Should more than one driver wish to activate the Buy Back of a set of engines, the driver who lodged the earliest notice of intention and payment in full so be deemed the purchaser.

For the relevant classes, the following additional rules will apply: A Competitor (The Claimant), who can only be another competitor entered into that event on that day, can require an engine or engines, used in that event, to be sold by the user or owner, to The Claimant. It is a condition precedent to acceptance of registration for the Championship Class and entry to each meeting that any driver competing shall have the right to purchase any other driver’s engine(s) in accordance with the procedures set out herein. Similarly, all drivers agree by entering the event to be in agreement to sell their engine(s) in accordance with the following. Notice of Intention to purchase an engine shall be in writing. For the avoidance of doubt an engine includes all its ancillary working components, excluding only its clutch, exhaust, engine mounts, magnetic dip sticks (original plastic must be provided as alternative) and oil (at the owner’s discretion).

The Claimant must state which engine(s) he wishes to purchase by noting the driver (or team) name and race number and the Claimant’s (or team) name and race number. The Notice of Intention must be lodged with the CoC before the final race (for this class) of the day ends (whether by Chequered or “Red flag”). In the event that more than one Claimant wants the same engine(s) then the CoC will decide, by who lodged the earliest notice of intention and payment in full. The Claimant may only claim one engine or pair of engines during any race meeting. The engine(s) purchased may only be subsequently used by the Claimant i.e. they cannot be repurchased or used by the previous owner. A claim cannot be made between team members. The CoC shall advise the other competitor (team) of the Claimants request as soon as reasonable but, in any case, before the karts leave parc fermé after an event. Engines cannot be claimed after this. The Claimant shall lodge the “Buy Back Price” of £850 (per engine claimed, plus £50 carriage), in cash with the CoC, no later than thirty minutes after the end of the race (for this class and in which the Notice of Intention to purchase was issued), or before this class has been released from Parc Ferme, whichever is first. The “Claimed” engine remains the property of its owner until such time as any post-race scrutineering checks have been completed satisfactorily. In the event that there is any discrepancy found, then the CoC may decide not to proceed with the “Buy Back” arrangement and return the cash deposited to the Claimant.

Nevertheless, it is not a prerequisite of the claiming process that engines need to be or must be inspected. The engine(s) will be removed under the supervision of the CoC or, on his instruction, the scrutineer. The Claimant understands that the engine purchased will be in its post-race condition or (if inspected by the Scrutineers) may be disassembled partly or in total. It is the responsibility of the


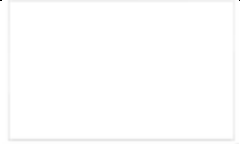





Claimant to reassemble and all costs associated are the Claimant's. If a driver (or team) refuses to hand over any engine, parts, (whether professed to be lost or stolen) or damages same, then the matter will be considered as an admission that the engine is not eligible and the driver shall be excluded from the results of that race meeting and forfeit all Championship Points accumulated to date. In such cases the Organisers may refuse any further entry to the competition or Championship.




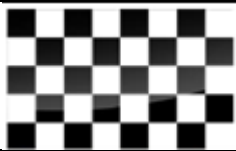

It is expected that there will be a paper record of the transaction. It will record the date and time of the first Notice, The time that the money is lodged with the CoC, The name of the Claimant, The name of the engine owner, The unique engine number, A statement to the effect that neither the engine owner or the meeting organisers accept any responsibility for the suitability, eligibility, compliance, or otherwise - i.e. "caveat emptor". The paper record shall be signed by the Engine Owner, The Claimant and the CoC and copies provided to each and the Organising Club.

Failure by any competitor to sell their engine(s) under buyback will result in exclusion from the meeting.

A driver may only purchase one engine or pair of engines during any race meeting.

S. Flags

| COLOUR | CONDITION | MEANING / ACTION | |
|-------------------------|---------------------|---|---|
| Blue | Stationary | Another competitor is following close behind. |  |
| Blue | Waved | Another competitor is trying to overtake. | |
| White | Stationary | A low moving or pace vehicle is on the circuit. |  |
| Yellow | Stationary | Danger – slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking. |  |
| Yellow | Waved | Great danger – slow down considerably. Be prepared to suddenly change from the projected racing line or take other evasive action including stopping if necessary. No overtaking. | |
| Yellow / Black quarters | Stationary | Form a queue behind the leader, no overtaking, proceed at half race pace or as directed. Competitors re-joining the circuit from the pits during such a flag period should join at the end of the queue at the next occasion it passes from the pit exit. |  |
| Yellow / Red stripes | Stationary | Slipper surface ahead. |  |
| Yellow / Red stripes | Waved | Slippery surface imminent. | |
| Green | | All clear, at end of danger area controlled by the yellow flags. Also shown at all posts during the first lap of each practice session and during the formation lap. |  |
| Red | Stationary or Waved | Immediately cease driving at racing speed and stop at one side of the race circuit. Alternatively, you may be instructed to proceed slowly, without overtaking, and with maximum caution to the start line obeying marshal's instructions and being prepared to stop should the track be blocked. |  |

| | | | |
|----------------------------|--|--|---|
| Black with orange disc | | Mechanical defect or fire. Call at pits for repairs on next lap. |  |
| Black / white diagonal | | A warning to the driver that his behaviour is suspect and that he may be blacked flagged on further reports. |  |
| Black | | The driver must stop at his pit at completion of that lap and report to the Clerk of the Course. This will incur a time penalty. |  |
| Chequered | | End of race or practice session. |  |
| Green with yellow chevrons | | False start. Re-form in correct order and continue with rolling lap. |  |