

Manx Kart Grand Prix 2018 – Supplementary Regulations

1. The 2018 Manx Kart Grand Prix will be held at the JCK Kart Circuit, Jurby, Isle of Man by the Isle of Man Kart Racing Association. The 2 day event will take place on 28th – 29th April 2018.

2. Classes

The following classes will run, provided enough entries are received to make up a race. Classes may be amalgamated if necessary. Honda Cadet, Cadet Extreme, Honda Junior, Honda Senior and Pro Extreme. The minimum number of entries for a class to run is 3.

2.1 Class Ages

Honda Cadet & Cadet Extreme – Drivers Aged 8 – 13 years of age

Honda Junior – Drivers from the year of their 12th birthday to the day preceding their 17th birthday

Honda Senior & Pro Extreme – Drivers from the year of their 16th birthday and over

3. Entries

The maximum number of entries for a meeting is 100, unless 10 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. The maximum number for each race is 30. In the event of a class having more than 30 competitors, they will be divided into 2 qualifying groups, with timed qualifying deciding their groups for the heats.

Entry forms are available to be printed from the club website – www.iomkra.com Entries open on publication of these regulations and close at 6pm on Sunday 15th April 2018. The standard entry fee is £80 for the 2 day event. Friday Testing is available free of charge for MANX KART GRAND PRIX COMPETITORS ONLY. Late entries will incur an additional surcharge of £10.00 per entry and IOMKRA reserve the right to refuse a late entry without reason. Competitors racing in more than one class must submit separate entry forms and pay the entry fee for each. Fully completed entry forms should be sent via post to the Entries Secretary for the meeting: Daniel Bougourd, 6 Tromode Close, Douglas, Isle of Man, IM2 5PE. A cheque can be sent accompanying a postal entry with all cheques made payable to IOMKRA Ltd. All entries must be paid for prior to the event. All late entries may be placed at the rear of the grid for the heats. Competitors are responsible for sending in correct and complete 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. Should a cheque for the entry fee be returned from the bank for any reason, then a £15 administration fee will be charged. Entries will be acknowledged by post on request and only if a SAE is enclosed with the entry for that purpose. Confirmation of entry will also be sent by e-mail. 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.

4. Officials are to be advised in race day programme for the event which will be distributed at Signing On.

5. Programme – Subject to change at the organisers discretion

Friday 09:00 – 17:00 Testing

Saturday 08:00 – 09:00 Signing On & Scruineering, 09:00 – 09:15 Drivers Briefing, 09:30-13:00 Practice, 13:00-13:30 Lunch Break, 13:30 onwards Timed Qualifying and 1st heats.

Sunday 10:00 – 13:00 remaining heats 13:00 – 13:30 Lunch Break, 13:30 onwards Finals and Presentation

The circuit is approximately 1075 metres in length for ALL classes of karts. All drivers and mechanics must attend a drivers briefing by the Clerk of the Course. All competitors must complete a minimum of three (3) laps of practice, or at the discretion of the Clerk of the Course. There will be three (3) heats and at least one (1) final for each competitor. Grid positions will be determined by a 15 minute Timed Qualifying session for the heats and by merit from finishing positions in the heats for the finals. Should there be a tie on grid points, the results from timed qualifying will be the tie breaker. The quickest time from qualifying will take the higher grid position in the final. Races within the meeting will of the following durations:

Cadet & Junior Heats – 10 minutes plus 1 lap, Cadet & Junior Finals – 15 minutes plus 1 lap, Senior Heats – 12 minutes plus 1 lap, Senior Finals – 20 minutes plus 1 lap.

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.

6. Signing On and Scrutineering All competitors must have signed on before drivers 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. 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.

7. Scrutineering

7.1 Kart

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 the kart being scrutineered. On request this card should be handed to the Scrutineer at pre-race scrutineering. This will be retained for the duration of the meeting. 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. Only one spare engine is allowed per class and must be declared on the scrutineering card at the time of scrutineering. This is with the exception of those classes which have two engines as standard (Honda Junior and Senior classes), those classes may have two spare engines. Post-race scrutineering will take place after heats and finals and all results are deemed provisional until all karts are released by the scrutineer and/or after completion of any technical procedures, including the test of fuel, which may take several days. The Scrutineer and Timekeeper will be Judges of Fact with regards to safety and eligibility of karts and lap scoring respectively.

7.2 Clothing

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. 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 should provide ankle protection. Gloves, either fabric material or leather, must be worn. Neck braces and rib protectors are recommended. Drivers must wear a full face crash helmet that fits correct and is correctly fastened at all times. 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. Competitors must not carry bum bags, tools, weighted belts or the like. In your own interested you are advised to remove from your person whilst racing - mobile phones, watches, combs, jewellery or the like and in

particular ear rings. No jumpers with attached hoods (hoodies) or any clothing with attached hoods may be worn at any time underneath a kart suit.

8. Technical

All karts must comply with the technical regulations applicable to the class they wish to compete in laid down in the '2018 – IOMKRA Sprint Technical Regulations', this includes tyres.

9. Timing

Transponder timing systems will be used. TranX160 transponders **MUST BE** fitted to all karts 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 given. 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.

10. Race Procedure

10.1 Start Procedure (including dummy grid)

Drivers who fail to take their correct position on the dummy grid when instructed must start the race at the rear of the grid. Excessive weaving to warm up tyres is prohibited. Race starts will be by the dropping of the Manx National Flag. Should it be deemed that the pole position drivers speed is too fast or slow a penalty may be applied. A penalty may also be imposed on the No. 2 position driver if considered to have broken formation prior to the start line. 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. The starter, along with the Timekeeper, will be Judges of Fact in respect of race starts.

10.2 Red Flag

Should there be a red flag shown during a race, all competitors will stop racing immediately, slow down and proceed to the start line and stop, unless the circuit is blocked therefore they should stop prior to the blockage. In both cases competitors should await further instructions from the officials. No pushers, mechanics or anybody other than officials shall come onto the circuit until instructed to do so by the Clerk of the Course. Any kart requiring mechanical attention shall be returned to the pit area. Any kart involved in a red flag incident may be requested to be re-scrutineered before being allowed to take place in further racing. Note - any competitor who was deemed to be lapped at the time of the race being stopped will be deemed to be lapped on the final results, unless they have successfully un-lapped themselves.

10.3 Black Flag

Drive through penalties may be applied, if a driver is presented with a black flag and a board saying the words 'Drive Through' along with their number. The driver must leave the circuit on that lap via the access lane in a slow, controlled manner, the Paddock Marshall will then instruct the driver when it is safe to re-enter the circuit. The driver may be held in parc ferme should they fail to immediately respond to the black flag during the race event and may be penalised for failing to comply with the flag signal and/or the instructions of an official.

10.4 Other Flags

A full list of flags which may be used in a race meeting are covered in drivers briefing.

10.5 Post Race (including Scrutineering)

Following the taking of 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. Competitors will be required to be weighed for conformity as they leave the circuit so a queue may form on the access lane. The weigh scales and check weights provided for competitor use at scrutineering are deemed to be correct on the day. 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. Following such approved tests, if the fuel is found to be ineligible, the driver will be excluded from the results. 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.

11. Penalties

The Clerk of the Course is empowered to penalise competitors for not complying with the Race or Technical Regulations. The list of penalties is cover in 'Appendix 1 – Penalties'.

12. Results

All provisional results will be published as soon as possible after each race, and displayed on the notice board in the signing on building. The final results will declared at the presentation.

13. Awards

There will be trophies awarded to 1st, 2nd and 3rd position in each class at the end of the days racing, subject to protests. Trophies not collected after the meeting at the trophy presentation may be forfeited. Additional trophies and prizes may be presented at the organiser's discretion.

14. Paddock/Trackside Rules

14.1 Paddock - All competitors are to park in the paddock area and obey the instructions of the paddock marshal. A fire extinguisher MUST be carried in a competitors vehicle at all times when in the paddock. The fire extinguisher must be readily accessible for use at all times. No persons are to use go-peds, scooters, bicycles, skateboards, roller skates, remote control cars, ball games etc. in the paddock. 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. Vehicles may only be driven in the paddock by a person holding an appropriate RTA licence. Competitors are reminded to take ALL THEIR OWN RUBBISH HOME and do NOT spill fuel or oil in the paddock area.

14.2 Trackside - All persons trackside, including mechanics, must have signed on the appropriate official race day documentation sheets. All persons trackside must wear Hi-Viz outer clothing, the colour of which is to be orange for Officials & Marshalls and yellow for all other persons. 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. Smoking is not permitted at any time track side of the perimeter banked hedges or fencing surrounding the track. Standing on the perimeter grass banked hedges on the exit side from the dummy grid to the circuit is not permitted at any time.

14.3 General - If any person, driver or connected team members/guardians, is found to be using threatening or abusive language or behaviour at any time in the confines of the circuit or paddock area, IOMKRA officials reserve the right to have the said persons removed 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. 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. 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.

Appendix 1 – Penalties

KART TECHNICAL REGULATION (PENALTY)

Scrutineer Non-Compliance Report, vehicle or component ineligible Exclusion (race or meeting)

Weight Exclusion (race) All other technical matters at the Clerk of the Course's discretion

STARTING PROCEDURE REGULATION (PENALTY)

Failure to make dummy grid Non Start Not attending Driver's briefing Non Start Failure to sign on

Non Start All other starting matters at the Clerk of the Course's discretion

DRIVING STANDARDS REGULATION (PENALTY)

Gaining an Unfair Advantage 10 second penalty Driving in a manner incompatible with general safety

Exclusion (race) Driving in a manner incompatible with general safety – Aggravated Contact

Exclusion (meeting) Contravention of flag signal before or after Race 10 second penalty

Contravention of flag signal during Race Exclusion (race) Contravention of flag – ignore technical flag

twice Black Flag Contravention of flag – Black Flag (ignored more than once Exclusion (meeting)

Safety apparel Refusal to compete Safety Apparel during race Black flag All other driving standards

matters at the Clerk of the Course's discretion

EVENT BEHAVIOUR REGULATION (PENALTY)

Failure to obey an Official of the Meeting Exclusion (race) Aggression to officials or competitors by

competitor or any member of party Exclusion (race) Bringing the sport into disrepute Exclusion

(meeting) Drugs & alcohol Exclusion (race, team)