



CHAMPIONSHIP

2017

AT

RYE HOUSE



KART RACEWAY®
www.Rye-House.co.uk

BAMBINO



HONDA CADET



SENIOR ROTAX



177 ROTAX





Welcome to all the IKR Championship drivers.

Congratulations for becoming an IKR Championship driver for this year. It will be EPIC! We're sure this year will see some fantastic driving and hope you all enjoy our IKR event!

Please take a minute to read the rules and regs enclosed in this booklet to ensure you know and understand what is expected of you and your competitors. Good luck in this years IKR Championship and enjoy the experience!!!

Team Rye

IKR CHAMPIONSHIP

2017

IKR DATES

MONTH	DATE
MARCH	12TH
APR	9TH
MAY	14TH
JUNE	11TH
JULY	9TH
AUG	13TH
SEPT	10TH
OCT	8TH

ITINERARY

08:15 - 08:45 Signing on & Transponder hire	13:30 - 13:40 177 Rotax H1
09:00 - 11:00 Testing for all classes. Transponders MUST be fitted.	13:45 - 13:55 Cadet H1
09:00 - 11:30 Scrutineering	14:00 - 14:10 Bambino T3
11:30 - 11:45 Drivers briefing	14:15 - 14:25 Snr Rotax H2
12:00 - 12:10 Bambino T1	14:30 - 14:40 177 Rotax H2
12:15 - 12:25 Snr Rotax Qualifying	14:45 - 14:55 Cadet H2
12:30 - 12:40 177 Rotax Qualifying	15:00 - 15:10 Bambino T4
12:45 - 12:55 Cadet Qualifying	15:15 - 15:25 Snr Rotax H3
13:00 - 13:10 Bambino T2	15:30 - 15:40 177 Rotax H3
13:15 - 13:25 Snr Rotax H1	15:45 - 15:55 Cadet H3
	16:15 - Trophy Presentation

The team at Rye House endeavour to make your IKR racing a well-polished series! Whilst we have used the MSA regulations as a guideline, we expect all entrants to behave in a sporting manner and respect that our main objectives are to provide a fun, exciting & safe event!

Scrutineering will be present at all race meetings and we expect the standard of racewear & kart specification to be appropriate. Should we deem that any person be actively pushing the boundaries with regards to modifying their equipment, we will be forced to exclude them from the series with no right of appeal.

The team at Rye House insist that all entrants adopt a friendly approach to each meeting & will not tolerate any ungentlemanly gossip or behaviour!

Ultimately, we encourage all drivers, parents, team principles to make this series DAMN GOOD FUN!!

Race Director – Race Directors decision is final in ALL matters. There is NO right of appeal.

Championship dates – The IKR Championship will be run on the 2nd Sunday of each month and displayed on the www.rye-house.co.uk website. This event will be an EIGHT round championship. Points will be taken from SEVEN rounds, dropping your lowest scoring round.

Format – All Timed/Heats and Finals will be 10 minutes in length.

For **Bambino's** this will be FOUR timed heats. ALL heats will start from the dummy grid and let out by the marshall at safe intervals.

For **Cadet, Senior Rotax and 177 Rotax** there will be a qualifying, TWO heats and a final. Qualifying - you will be let out from the pit lane. Fastest time will determine where you start for Heat 1, points from qualifying and Heat 1 determine your start position for Heat 2 and points from Qualifying, Heat 1 and Heat 2 will determine where you start for Heat 3.

Heats 1, 2 & 3 - All **Cadet, Senior Rotax and 177 Rotax** heats will start in the dummy grid for ONE formation lap and then grid up in your respective positions along the main straight. **Senior and 177 Rotax drivers** MUST turn off their engines (once grided up) and await for the 'ENGINE ON' board to be raised. The race will start shortly after. If there is a non starter, then you MUST raise your hand immediately. A further formation lap could take place to give the non starter(s) a chance to start. Marshalls will indicate if a further formation lap is required.

Driving Standards – Karting is a NON contact sport and the IKR Championship adheres to this. Any driver deemed to have deliberately caused contact to another competitor may be penalised. Any driver defending their position on a straight, and before any braking area, may use the full width of the track during their FIRST move, provided no significant portion of the kart attempting to pass is alongside theirs. Whilst defending in this way the driver may not leave the track without justifiable reason. If you do not hold an MSA licence and are deemed 'new' to kart racing by the Race Director then you may be asked to sit a Driver Proficiency Test. This will be a free test which ensures you understand the rules of racing, etiquette and flags. This is to ensure your safety as a driver and safety to your fellow competitors.

Transponders – Transponders must be fitted to the rear of the seat and fitted prior to the morning testing. As a guide line to ensure all transponders record, it should measure no more than 100mm from the top of the chassis tube, to the bottom of the transponder. Permitted transponders are MyLaps Tranx 160, or the newer MyLaps Trans X2. Transponders can be hired from Rye House Kart Raceway whilst signing on, at a further cost of £20. Any lost, stolen or damaged transponders which have been hired from the track will incur a cost of £180. Failure to comply will mean a ban from the IKR Championship.

Monthly Awards – These are awarded to the top THREE in each class and each class will also have fastest lap of the day award.

Championship Awards – These are awarded for the top FIVE in class.

Signing On – All drivers/*parent/*guardians (*if under 16 years of age) must sign on at the Owner Driver window (at the main building) prior to the start of the meeting. This will usually be in the morning before the start of the meeting practice. Details will be displayed in the meeting itinerary. By signing on you agree to all the rules & regulations for the IKR Championship AND terms & conditions of the track.

Flags – All drivers MUST fully understand the meanings of each flag used. A Driver Proficiency Test may need to be sat. This is at the Race Directors discretion and will be free.

Scrutineering – The IKR Championship will mirror the current MSA regulations (barring any exceptions in the supplementary rules and regulations). Unless otherwise stated in these R&R's, ALL karts and safety wear MUST comply to current MSA regulations.

Safety Equipment – Protective kart safety suit MUST be worn at all times whilst on track. A Full face Crash Helmet must be used. This does NOT need to apply to the MSA regulations and does NOT need to be SNELL approved (although it is highly recommended that it is). Gloves must be good quality and protect the driver's hands. Race boots MUST cover ankles. The use of a neck brace is optional, but is HIGHLY recommended. We reserve the right to stop any driver competing if we deem the safety equipment is inadequate.

Engines – TWO engines are permitted per class, per race meeting. The numbers MUST be recorded on the scrutineering card, with NO exceptions.

Chassis – ONE chassis per class, per meeting. Chassis number must be recorded on the scrutineering card. If a chassis is damaged beyond repair it may be substituted but this is at the Race Directors discretion. Race Directors decision is final in ALL matters.

Fuel - Only standard pump fuel is permitted with a maximum Ron of 95. Fuel samples may be taken and tested.

Kart numbering – Numbers must be clearly visible on the Nassau Panel, Side pods and rear bumper. No duplicate numbers are permitted. In the event of duplicate numbers, priority will be given to the competitor who booked the meeting FIRST.

Kart number colours – Refer to Supplementary Regulations for class.

Track Limits – Track limits are defined by the white lines. A kart is deemed OUT OF TRACK LIMITS if ALL FOUR wheels have crossed these lines. See the Penalties section for breaking these limits.

Kart breakdowns on track – Karts should be moved to a place of safety and drivers are to make their way to the nearest marshal post where they will be escorted off the track. Karts can only be collected once the heat has completed. NO repairs are to be made on track.

Go-Pro and Videoing Devices - The use of Go-Pro equipment or other videoing devices IS permitted but is sole responsibility of the OWNER to ensure it is fitted securely and that it does NOT cause injury or damage to a third party. ALL video footage must be used solely for entertainment and is not permitted to be used as evidence or to harm the business in any case. Video devices can ONLY be fitted to karts. Under NO circumstances should they be fitted to crash helmets or chest harnesses.

Communication Devices - The use of any equipment allowing verbal communication between spectators and drivers during the event is NOT allowed. Earpieces etc. must be removed prior to the driver going onto the circuit.

Start of Race – Bambino Class will start from the Dummy Grid and let out at safe intervals. Honda Cadet and Rotax Classes will leave the Dummy Grid for one formation lap and then grid up along the Hamilton Straight for a Standing start.

End of Race – The chequered flag will be shown at the end of each race. If a race is stopped for ANY reason other than a completed race, then the following rules apply:

25% or less of the race completed by the leader – race abandoned and that heat **MUST** be re-run. If heat is not re-run it will be declared as null and void.

If more than 25%, but less than 75% has been completed by the leader – It will be the decision of the Race Director on the day of the meeting.

75% or more of the race has been completed by the leader – The race will be deemed to have ended. The race result shall be declared as of the **LAST** completed lap by the driver and before the race was stopped.

Championship points – Points are awarded for all time trials, qualifying, heats and finals. **DOUBLE** points are awarded for Round EIGHT of the IKR Championship. Points are awarded for 1st – 25pts, 2nd – 23pts, 3rd – 21pts, 4th – 20pts and decreasing by 1 point per place until 0. In the event of a tie the positions will be determined by the driver with the highest number of 1st places. If this is still a tie, then the highest number of 2nd places and so forth.

Tyres – Refer to supplementary rules & regs for each class. Tyre softener is **NOT** permitted. Use of any product deemed to have caused an advantage will be classed as cheating and you will be immediately banned for **LIFE** from the IKR Championship. All tyres must be taken away from the circuit at the end of the meeting.

Right of Appeal – There is **NO** right of appeal. The Race Directors decision is **FINAL** in **ALL** matters. By signing on and participating in the IKR Championship you understand and agree with this.

A non-starter for any heat will score ZERO points

A non-finisher due to mechanical reasons in any heat or final will score ZERO points. NOTE – Bambino drivers that do retire due to mechanical failure WILL receive points for any completed laps in that heat.

A non-finisher due to disqualification will score ZERO points.

Any driver found underweight will be disqualified from that heat/final and score ZERO points

Any driver found to be using tyre softeners, warmers or ANY other product to enhance the performance of the kart will be disqualified and BANNED from the IKR Championship.

If a driver gains an advantage by making contact with a competitor, then they MUST relinquish the position. Failure to do so may incur a FIVE place penalty per incident. Consistent contact made by a driver will see the driver disqualified from the heat.

Track Limit penalties are incurred by having all FOUR wheels cross the white lines. Penalties for leaving the circuit (other than malfunction to kart):

- Second report – Black & White warning flag

- Next report – FIVE second penalty

- Next report – TEN second penalty

- Next report – Black flag.

Gaining position(s) by exceeding track limits - If a driver gains an advantage by exceeding track limits, then they MUST relinquish the position(s). Failure to do so will mean a FIVE place penalty.

ALL RULINGS BY THE RACE DIRECTOR ARE FINAL. THERE IS NO RIGHT OF APPEAL

ALL RULES, REGULATIONS AND SR's ARE SUBJECT TO CHANGE THROUGHOUT THE SERIES SHOULD IT BE DEEMED NECESSARY

Engines – MUST follow the technical Rules & Regs set out by the MSA.

Tyres – Only One set of Dunlop LS2 Slicks (10 x 3.6 – 5 (front), 10 x 5.00 -5 (rear)) per meeting. These must have the barcode numbers entered onto the scrutineering card. In the event of a Wet race then Dunlop KT3's should be used.

Chassis – See IKR Championship Rules and Regulations.

Kart Numbers – These should be RED numbers on a YELLOW background.

Weight – A minimum of 103kg – kart & driver in total. Additional lead weights may be added as per the MSA rule book.

Exhaust – Only the approved MSA exhaust (DEP001) is allowed.

Age - From the age of 7 (in the year of their 8th birthday), up to the age of 12.

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Chassis - See IKR Championship Rules and Regulations. Any chassis conforming to MSA Yearbook regulations for non-gearbox karts.

Engine - Engines must be currently approved for use in MSA short-circuit karting and remain in that approved specification. Any engines used **MUST** be complete with JAG seal. Engines permitted are:

Senior Class Engines – Rotax and EVO Rotax engines only

177 Rotax Class Engines – Rotax and EVO Rotax engines only

Exhaust, Inlet and Throttle Restrictors - Must comply with current JAG regulations.

Carburettor - Must comply with current JAG regulations.

Fuel Pump - Must comply with current JAG regulations.

Intake Silencer - Must comply with current JAG regulations.

Exhaust System - Must comply with current JAG regulations.

Radiator - Must comply with current JAG regulations.

Ignition Unit - Must comply with current JAG regulations.

Spark Plug - Must comply with current JAG regulations.

Transmission - Direct from the engine to the rear axle via a single length of chain. The clutch must be as supplied as per class regulations for the engine; any type currently or previously approved for the class is eligible.

Brakes - Hydraulic disc brake operating on rear axle only, in conformance with MSA Yearbook.

Tyres - Slick tyres – Only Komet K1H tyres are permitted (Front – 10 x 4.60 -5, Rear – 11 x 7.10 – 5)

Wet tyres – Only Komet K1W tyres are permitted (Front – 10 x 4.20 -5, Rear – 11 x 6.00 – 5)

Only one set of tyres per race meeting are permitted, except that one front and one rear may be exchanged if the tyre is damaged beyond repair. Drivers must request a change before leaving parc fermé. All tyre numbers must be entered onto the scrutineering card.

General - An ignition kill switch must be fitted to any clutched engine and must be identified with an electric flash symbol sticker or marked on/off to assist marshals in the event of an incident.

Weight - Senior Class - Minimum of 162kg, including kart, driver and safety attire (as per MSA R&R's)

177 Rotax – Minimum of 177kg, including kart and driver (as per MSA R&R's)

Additional lead weights may be added as per the MSA rule book.

Number Plates - These must be displayed on the front Nassau panel, left & right side pods and rear bumper. They must be BLACK numbers on a YELLOW background. Numbers cannot be duplicated and are on a first come, first served basis.

Age - Seniors & 177 Class – 16 years and older,

Drop down Bumpers – Drop down bumpers are NOT a requirement for the IKR Championship

Engines - This must be the Comer C50 engine which must be in its original standard condition as manufactured and conform in all aspects with the MSA Homologation fiche. Polishing, Grinding, Skimming, lightening, balancing or modifying of any component is strictly prohibited. This includes the exhaust & carburettor of which the inlet and outlet holes on both components must be unmolested. The carburettor must be the Dell'Orto SHA 12/14 L which must remain unmodified and conform in all aspects to the official homologation fiche.

A 10mm carburettor restrictor **MUST** be used at all times.

Tyres - All karts will only use the permitted tyres for the class which is the Le Cont MSA 04, all-weather tyres.

Front: 10 x 4.00 x 5, Rear 11 x 5.00 x 5

The minimum tyre treads depth is 1mm at any point.

Chassis – See IKR Championship Rules and Regulations.

Kart Numbers - These must be **WHITE** numbers on a **BLACK** background.

Weight - A minimum weight of 69 kilos – kart & driver is required to partake in this event. Additional lead weights may be added as per the MSA rule book.

Gearing - A fixed gearing of 80T must be used.

Age - From the age of 5, up to the age of 7.



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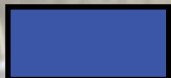
FLAGS



GREEN FLAG - Used to signal the start of the race after all drivers are in their grid positions



YELLOW FLAG – (Stationary) Slow down, no overtaking until you are past the incident the flag is being waved for.
(Waved) Great danger, Slow down considerably. No overtaking,



BLUE FLAG – You are about to be lapped. Ensure you move out of the way in a safe manner.



RED FLAG – Drivers must come to a complete stop as soon as is safely possible. Drivers should avoid extremely harsh braking as it could cause an accident with drivers directly behind them. Once stopped, drivers are to remain in their karts and await further instruction from a marshal.



SLIPPERY SURFACE FLAG - There is a slippery surface ahead such as oil or water that has been brought on to the track, this flag will not normally be used if it starts to rain during the session as the rain obviously makes the entire circuit slippery.



CHEQUERED FLAG – End of heat, drivers must slow down, complete the lap they are on and leave the track via the pit entrance. (Just after Pylon 1).



WARNING FLAG – A warning, to the driver that their behaviour is suspect and that they may be black-flagged on further reports. Accompanied with a number board.



MECHANICAL FAILURE FLAG – Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The kart concerned must call at its pits for repairs on the next lap.



BLACK FLAG – The driver must stop at his pit within one lap of receiving the signal and report to the Race Director. A penalty of exclusion may be enforced.



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Notes:





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Notes:





RYE HOUSE KART RACEWAY, RYE ROAD, HODDESDON, HERTFORDSHIRE EN11 0EH

CONTACT FOR DETAILS AND QUOTES CALL: 01992 460 895 EXT. 1 OPENING HOURS: 10AM TO 10PM

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