

RULES & REGULATIONS

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

Championship dates — The IKR Championship dates will be displayed on the www.rye-house.co.uk website. This event will be a SIX round championship, Points will be taken from FIVE rounds, dropping your lowest scoring round.

Format — All Qualifying/Heats and Finals will be approximately 8 minutes plus 1 LAP in length.

Qualifying – Bambino and Honda Cadet drivers 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 the Final. In the event of a driver entering the pits before the qualifying session has ended, they CAN return to the session but MUST a) weigh in before leaving the scrutineering area and b) MUST exit via the scrutineering exit and enter back via the dummy grid. If this is NOT adhered to then you will be disqualified from the qualifying session and start at the back of the grid. ABSOLUTLEY NO SHORT CUTS.

Heats 1, 2 & Final - heats will start in the dummy grid for ONE formation lap. Bambino and Honda Cadet will then grid up in their respective positions along the Hamilton Straight. Junior, Senior and 177 Rotax drivers will race from a ROLLING START. No overtaking until you have passed the start finish line. The race will start when the green light is displayed on the E-Flag. In the event of a driver entering the pits before the heat/final has ended they will not be allowed to re-join the race with NO EXCEPTIONS.

Winner - The winner is the kart that has crossed the line in the FINAL in 1st position, barring any penalties.

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.

Driver Standards – If you do not hold a Motorsport UK 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 — awarded to the top THREE in each Class that cross the line in the final subject to any penalties being given and each class will also have Driver of the day award.

Championship Awards — These are awarded for the top FIVE in class. Points are ONLY awarded to members of the Rye House Kart Club. Membership can be purchased at the sum of £30 via the alphasporting website (in the same place in which you enter for an IKR round)

Signing On — All drivers/parent/guardians (*if under 18 years of age) must sign on at the designated area, usually upstairs in the hospitality suite from 8:00 - 8:30am. 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. Signing on must be completed by the end of the time stated on the day's itinerary. Failure to do so could mean you will not race. If you are allowed to sign on AFTER the closing time (within 15 minutes of signing on closing), then a £10 late fee will be charge at the time of signing on.

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. Blue flags will NOT be used.

Scrutineering – The IKR Championship will mirror the current Motorsport UK regulations (barring any exceptions in the supplementary rules and regulations). Unless otherwise stated in these R&Rs, ALL karts and safety wear MUST comply to current MSA regulations. You must complete your scrutineering card and bring this with you when scrutineering. A scrutineering card can NOT be altered once your qualifying session is in progress. Scrutineering of your kart MUST be completed by the end of the time stated on the days itinerary. Failure to do so could mean you will NOT race. Scrutineering will take place in the scrutineering bays at the top of Parc Fermé. Arriving at Scrutineering late or not at all will see you excluded from the meeting. ALL competitors, especially the top three competitors MUST wait at scrutineering until they are told otherwise. Once the Officials are happy, they will unlatch the gate and allow you to leave. Leaving before this may see you penalised.

Safety Equipment — Protective kart safety suit MUST be worn at all times whilst on track. A full face Crash Helmet must be used. This MUST apply to the Motorsport UK regulations and does need to be Snell/FIA CMR approved. Gloves must be good quality and protect the drivers hands, Race boots MUST cover ankles. 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. Tinted visors are permitted. although in low light MUST be fitted with a clear visor. As a rule of thumb if the floodlights are illuminated, then a clear visor must be used.

Gate between Parc Fermé and Dummy Grid – On race day this gate MUST remain shut. Any driver/parent or guardian found to be opening this and using it as a shortcut will be

disqualified from their following heat/final (unless authorised by a member of the Rye House team to do so).

Driver Briefing – All drivers and parent/guardians MUST understand the driver briefing. Temporary measures due to COVID19 Restrictions means that you will need to read and sign the driver briefing and fully understand and adhere to the instructions given. Failure to read and sign the driver briefing will result in you being excluded from that round - NO REFUNDS WILL BE GIVEN.

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. 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 members, then 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 – All classes will leave the Dummy Grid for one formation lap and then grid up along the Hamilton Straight for a Standing start (Bambino and Cadet) or Rolling Start (Juniors, Seniors and 177 Rotax classes). Under no circumstances must a mechanic cross the

yellow line on the Dummy Grid unless told to do so by Rye House staff member. Failure to adhere to this could see your driver excluded from that heat/final.

Jump Starts – For rolling Starts we will be using Alphetiming to determine the order in which karts cross the start line. Any karts crossing the start line ahead of their correct position in their respective lane of the grid may be penalised. For standing starts drivers will only be penalised if they have been deemed to gain an advantage by already being in motion when the lights change from red to green. Providing a driver is stationary at the point the lights change from red to green it is not a jump start. A 5 place penalty will apply.

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

1) 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.

2) 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. This will usually be a grid restart from the previous completed lap, as per the alphetiming system.

3) If 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 members ONLY and are for all qualifying, heats and finals. Points are awarded for 1st – 50pts, 2nd – 48pts, 3rd – 46pts, 4th – 45Pts 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 fastest lap of the series (Or Round if this is to determine position for that round).

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. If anyone is caught 'dumping' tyres then a €50 fine PER tyre will be applied to the culprit(s) involved. Only ONE set of slicks per meeting. Bambino Comer, only ONE set of Le Conts per meeting. If a competitor is deemed to have used products to enhance the tyres then (at the Race Directors choosing) they will be BANNED entirely from the IKR. One front and One rear may be changed if a fault appears, This MUST be changed at scrutineering with a scrutineer present to authorise the change. Tyres must NOT be changed anywhere else. Failure to adhere will see you excluded from that heat/final.

Membership – Membership is Charged at £30 and will last until 31st Dec, This permits the member entry to the IKR at a cost of £60 per round and means you will be in the annual championship table. Those not wishing to purchase membership will be charged at £70 per round and will not be entered into the Championship table. There is a no refund policy with regards to membership.

Membership Can be purchased up to Round 2 of the IKR and points will be added from any previous rounds. After the THIRD round Membership CAN still be purchased, but any previous meeting point will NOT be added to your championship,

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

Weather Declaration – If the weather suddenly changes then you will see “D” (dry), “O” (Open) or “W” (Wet) displayed in the top windows of Race Control. It is your responsibility to ensure that you have the correct tyres before your heat starts... arrive in plenty of time if the weather is changeable. There will be NO delay for tyre changes. If a heat/final has started and the weather is deemed too dangerous, then at the Race Directors discretion, the race will be aborted (dependant also on length left) and that heat will be re-run after the next heat/ final is complete)

Dropdown Bumpers – Drop down bumpers are mandatory far Honda Cadet Junior, Senior & 177 Rotax.

Red Flag Restarts – Mechanics will be permitted on to the track to assist their driver in the re-gridding. A marshal will wave you on to do this. If it is a full re-grid then you will start where you were in the dummy grid. If it is declared a restart, minus 1 lap, then a marshal will tell you where you are to be. You must listen to instructions from the marshal at all times. Once in position (and restarted if necessary) you must leave the track Immediately to enable a swift restart. The Alphas timing system will generate these grids and are not for debate. YOU MAY RESIT YOUR DROPDOWN IN RED FLAG CONDITIONS.

Fair Racing Conditions – If we deem it necessary. we reserve the right to insist you change parts that we deem are unfair and may not follow the regulations (ie: engine, tyres, carbs). The suspect part(s) will be held at scrutineering until the end of the meeting. Failure to comply will see you disqualified from the meeting.

Monthly Trophies – These are awarded to the top THREE (subject to penalties) that cross the line in the FINAL. Driver of the day is awarded independently by that months commentator.

ALL AWNINGS MUST BE REMOVED WITHIN 48 HOURS OF THE EVENT END WITH NO EXCEPTION. FAILURE TO REMOVE AWNINGS FROM THE PADDOCK WILL SEE YOU EXCLUDED FROM THE NEXT MEETING.

PENALTIES

- All karts must be safety scrutineered prior to racing. Failing to have your kart scrutineered in the allotted period will mean you are excluded from that meeting.
- All drivers MUST attend driver briefing and collect a sticker for their nassau panel (This has changed due to the COVID19 Restrictions) once driver briefing has been

completed. Any driver failing to attend driver briefing will not receive a sticker and therefore will NOT be allowed to race. No refunds will be given.

- 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.
- A non-finisher due to disqualification will score ZERO points.
- Any driver found underweight will be disqualified from that qualifying/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.
- Contact Warnings - Any contact seen by the race director or official observers will be issued a black/white contact warning, If a driver receives more than two in any one session they will receive a black flag.
- OTY - Any overtaking under yellow flags is unacceptable and their place(s) must be handed back. Failure to do so will see a 5 place grid penalty.
- Behaviour - Any unsportsmanlike behaviour to staff or other competitors may see you excluded from the meeting or banned from the IKR Championship.
- Qualifying - Any competitor who is black flagged will get ZERO points and start at the back of the grid for heat 1. Any competitor receiving a mechanical flag will keep their fastest lap and points even if they are called in.
- Jump Starts - Any competitor who crosses the start line in excess of 9/100 (0.090sec) second in front of the "pole" will be subject to a 5 second penalty.
- Any driver deemed to have jumped the start will receive a 5 second penalty after the race has ended.
- Drop down bumpers will receive a 5 second penalty issued after the race has ended.
- Drop down bumper in qualifying will see your fastest lap deleted and your 2nd fastest lap will take precedent.
- Abuse to staff - Will not be tolerated. If caught, you will be asked to leave and therefore be excluded from the entire day and possibly the entire championship.
- ONLY OFFICIALS are allowed on track Parents/Team Staff etc. will only be permitted on track if you are told so by an OFFICIAL Any unauthorised person(s) on a live circuit will see the session red flagged and the driver in question will be disqualified from that qualify/heat or final.

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

HONDA CADET SUPPLEMENTARY REGULATIONS

Engines — MUST follow the technical Rules & Regs set out by Motorsport UK.

Tyres — Only One set of Dunlop SL3-MSUK Slicks per meeting. These must have the barcode numbers entered onto the scrutineering card. In the event of a wet race then Dunlop KT3s should be used. One front and one rear maybe changed if a fault appears. This MUST be changed at scrutineering with a scrutineer present to authorise the change. Tyres must NOT be changed anywhere else, Failure to adhere will see you excluded.

Chassis — See IKR Championship Rules and Regulations.

Numbers — These should be RED numbers on a YELLOW background.

Weight — A minimum of 103kg — kart & driver in total. Additional lead weights maybe added as per the MSUK rule book.

Exhaust — Only the approved Motorsport UK exhausts DEP002 are allowed.

Age — From the age of 7 (in the year of their 8th birthday), up to 31st December of the year of their 12th Birthday.

Drop down Bumpers — Drop down bumpers are mandatory.

Axles — As per the 2020 Motorsport UK regulations the new Cadet hollow axle can be used and must follow that Motorsport UK have stipulated.

Knight Torque Engines — Under NO circumstance can a KNIGHT TORQUE engine be advertised. You will be asked to cover said engine. Failure to comply will see you removed from Rye House IKR Championship.

Bodywork — The newer 2020 MK20 bodywork maybe used.

JUNIOR, SENIOR & 177 ROTAX SUPPLEMENTARY REGULATIONS

Chassis — See IKR Championship Rules and Regulations. Any chassis conforming to Motorsport UK Yearbook regulations for non-gear box 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:

Junior Rotax - Rotax engines only.

Senior & 177 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 Motorsport UK Yearbook.

Tyres:

Junior – Slick tyres – Only Mojo D2XX 'CIK-Option' tyres with barcode are permitted.

Senior & 177 Slick tyres — Only Mojo D5 tyres with barcode are permitted.

All Rotax Wet tyres — Only Mojo W5 'CIK Rain' tyres with barcode are permitted.

Only one set of slick 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. One front and One rear may be changed if a fault appears. 'This MUST be Changed at scrutineering with a scrutineer present to authorise the change. Tyres must NOT be changed anywhere else. Failure to adhere will see you excluded from that heat/final.

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:

Junior Rotax - Minimum of 148kg including kart, driver and safety attire (as per MSA R&R's)

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

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

Driver weight:

Junior Rotax - Minimum of 42.5kg, (including all racing equipment).

177 Rotax, — Minimum of 80kg (including all racing equipment).

All 177 drivers must weigh in at the allotted time in the itinerary wearing FULL race attire (helmet, suit, gloves, boots, rib cage and NO extra weight being carried or hidden). Any driver not making the minimum weight will be moved to the Senior Rotax class (subject to space). Failure to 'Weigh In' will see you excluded from the meeting.

Number Plates – These must be displayed on the front Nassau panel, left & right-side pods and rear bumper. Numbers cannot be duplicated and are on a first come first served basis with members taking precedence.

Novice Drivers – Must start at the back of the Grid in all Rotax Classes.

Juniors - WHITE numbers with RED background.

Seniors & 177'S - BLACK numbers on a YELLOW background.

Age:

Juniors – From their 13th birthday until 31st December of the year of their 16th birthday.

Seniors & 177 Class — 15 years in the year of your 16th birthday.

Drop down Bumpers — Drop down bumpers are mandatory: All fittings of drop down bumpers must adhere to the current Motorsport UK regulations

Rolling Starts – If TWO false starts occur in any heat/final, then the rolling lap will be STOPPED, 1st and 2nd place will be removed to the back of the grid and the rolling lap will recommence.

Axles – Rear wheel width to comply with Motorsport UK regulations - Rear wheel width can be reduced however must not be positioned inside of side pods & rear bumper.

BAMBINO COMER SUPPLEMENTARY REGULATIONS

Engines – This must be the Comer C50 engine, tagged according to MSA regulations, 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 throughout the complete tyre. 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 ferrné. All tyre numbers must be entered onto the scrutineering card. One front and One rear may be changed if a fault appears. This MUST be changed at scrutineering with a scrutineer present to authorise the change. Tyres must NOT be changed anywhere else. Failure to adhere will see you excluded from that heat/final. UNDER NO CIRCUMSTANCES MUST MECHANICS WARM TYRES ON THE GRID. ANYBODY CAUGHT DOING SO WILL BE EXCLUDED FROM THAT HEAT/FINAL.

Chassis — See IKR Championship Rules and Regulations.

Clutch – Either the standard 3-piece clutch or the newer 1 piece clutch are permitted.

Bodywork – There must be a space between the side pod and engine of a minimum 10mm

Fuel line cannot be longer than 260mm.

Engine temperature sensors can be used. However, the sensor ring must be a minimum of 1.5mm. Any thinner and you will be disqualified.

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. Lead weights may be added as per the Motorsport UK rule book.

Gearing – A fixed gearing of 8OT must be used.

Age – From the age of 5, up to the 31st December on the year of their 8th birthday.

Grid Starts – Once a formation lap has been completed and drivers are in correct position, mechanics must switch OFF engines. When the “Engines On” board is displayed then the mechanic can start the engine and MUST leave the track IMMEDIATELY. Failure to do so could see a FIVE place grid penalty.

GREEN FLAG – Used to signal the start of the race on the E-Flag 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,

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 session 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.