



2021 LONDON CUP - RULES & REGULATIONS

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

Format — Qualifying to take place on Saturday afternoon, Followed by 2x Heats and a Final on the Sunday. A detailed itinerary will be released prior to the race weekend.

Qualifying – Fastest lap time will determine the grid for Heat 1, Quali + Heat 1 points determine the grid for Heat 2, Quali + Heat 1 + Heat 2 points will determine the grid 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. ABSOLUTELY NO SHORT CUTS.

Heats & Finals - 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 Main Straight. Junior, Senior and 177 Rotax drivers will race from a ROLLING START. 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 crosses 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 — Permitted transponders are AMB/MyLaps Tranx160, MyLaps X2 or the 2020 MyLaps TR2. Transponders MUST be fitted to the rear of the seat and as a guide line to ensure all transponders record, it should be orientated correctly and measure no more than 100mm from the top of the chassis tube to the bottom of the transponder.

We strongly recommend that all drivers have their transponders fitted from the start of the morning practice, so as to have ample time to report any issues.

Drivers should be aware that there is NO manual lap scoring system in place, and therefore there is unfortunately nothing that 'Race Control' can do about any laps/race time lost as a result of ANY transponder failure/malfunction regardless of the cause.

It is each competitors responsibility to report issues regarding timing to Race Control. Transponders can be hired from Rye House Kart Raceway whilst signing on (subject to availability), 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.

Signing On — All drivers/parent/guardians (*if under 18 years of age) must sign on at the designated area, usually upstairs in the hospitality suit. 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. Flag signals are used for the safety of both competitors + staff, and MUST be adhered to. Blue flags will NOT be used.

Scrutineering — The IKR London Cup 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 straight into a Rolling Start (Juniors, Seniors and 177 Rotax classes).

Bambino Grid Starts — Once a formation lap has been completed and drivers are in the correct position, the mechanic MUST leave the track IMMEDIATELY. Mechanics MUST NOT lift the kart + warm tyres on the grid.

Rolling Starts — The race will start when the green light is displayed on the E-Flag. NO accelerating before the 'acceleration line' marked by a cone, and NO overtaking/changing lanes until you have passed the start finish line. If TWO false starts (1st/2nd place accelerating

too early) 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.

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 AlphaTiming 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. In addition, if the driver in P2 crosses the start line in excess of 9/100 (0.090sec) second in front of P1, he 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.

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 alphantiming 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.

Tyres — Refer to supplementary rules & regs for each class. Tyre softener is NOT permitted. If a competitor is deemed to have used products to enhance the tyres then (at the Race Directors choosing) they will be 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. 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.

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 for Honda Cadet, Junior, Senior & 177 Rotax. Any driver with a ‘dropped’ bumper at the end of any qualifying/heat/final will be penalised. All karts should enter the dummy grid prior to their session with the bumper removed from the kart, to demonstrate that it has not been fixed to the chassis. Anyone seen re-attaching/kicking-out (or attempting to) a ‘dropped’ bumper will be disqualified from that heat/qualifying.

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) mechanics must leave the track immediately to enable a swift restart. The AlphaTiming 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.

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 the commentator.

PENALTIES -

OFFENCE	Further Description	PENALTY
Not attending pre-race safety check	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	Exclusion
Not attending driver's briefing	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.	Exclusion
Non-starter in any qualifying/heat/final		Zero points
Non-finisher due to mechanical reasons in any qualifying/heat/final		Zero points
Non-finisher due to disqualification in any qualifying/heat/final		Zero points
Underweight	Any driver found underweight will be disqualified from that qualifying/heat/final	Disqualification
Use of tyre softeners/warmers	Any driver found to be using tyre softeners, warmers or ANY other product to enhance the performance of the kart will be disqualified.	Disqualification
Advantage by contact	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.	5 place penalty
Dangerous Driving		Black Flag (during race) Disqualification (post-race)
Track Limit;	Track Limit penalties are incurred by having all FOUR wheels cross the white lines at the edge of	

	the circuit, or leaving the circuit for any reason (other than malfunction to kart)	
1st offence		Warning
2nd offence		5sec penalty
3rd offence		10sec penalty
4th offence		Black flag
Gaining position 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 may incur a FIVE place penalty per incident.	5 place penalty
Driving standards/contact;	<i>see 'Driving Standards' section of R&R's - Any contact/general poor driving standard seen by the race director or official observers will be issued a black/white warning flag.</i>	
1st offence		Warning
2nd offence		Warning
3rd offence		Black flag
Overtaking under yellow flags		5 place penalty
Unsportsmanlike behaviour		Exclusion (possible ban from circuit)
Black flag in 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.	Zero points + Start from back in Heat 1
Jump start	<i>see 'Jump Starts' section of R&R's</i>	5sec penalty
Dropdown bumper	<i>see 'Dropdown Bumpers' section of R&R's</i>	5sec penalty
Dropdown bumper (qualifying)	<i>see 'Dropdown Bumpers' section of R&R's</i>	Fastest lap deleted - 2nd fastest lap to take precedent
Re-Attaching/Kicking-out a 'Dropped' bumper (or attempting to do so)		Disqualification

Bambino mechanics warming tyres on grid		Disqualification
Abusive behaviour toward staff	Will not be tolerated. You will be asked to leave and therefore be excluded from the entire day and possibly the circuit.	Exclusion (possible ban from circuit)
Unauthorised persons entering live circuit	ONLY OFFICIALS are allowed on track. Parents/Team Staff etc. will only be permitted on track if you are told to do 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.	Exclusion
Scrutineering failure after any Qualifying/Heat/Final	<i>see 'Scrutineering' section of R&R's / Relevant 'Supplementary Regulations' for your class.</i>	Disqualification

ALL RULINGS BY THE RACE DIRECTOR ARE FINAL. THERE IS NO RIGHT OF APPEAL
ALL RULES, REGULATIONS AND SR's ARE SUBJECT TO CHANGE 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 Maxxis SuperSport tyres with barcode are permitted.

Senior & 177 Slick tyres — Only Maxxis SuperSport 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

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.

Spark plugs must have a sealing washer in place unless a temperature sensor is fitted, the minimum thickness for the temperature sensor is 1.4mm. The spark plug sealing washer must also have a minimum thickness of 1.4mm.

Fuel line cannot be longer than 260mm.

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 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.

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

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 80T must be used.

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

FLAGS

GREEN FLAG/LIGHTS – 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 driving standards are not acceptable and that they may be black-flagged on further reports.

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.

BLUE FLAG – Waved at 'back-marker' to alert them that a faster driver is trying to overtake.