

IOMKRA Sprint Race

Supplementary Regulations – Winter 2021

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Isle of Man Kart Racing Association – Supplementary Regulations

1. Announcement

The Isle of Man Kart Racing Association Limited (IOMKRA) will organise a series of sprint races through 2021 at the JCK Kart Circuit, Jurby, Isle of Man to form the Winter Sprint Series.

The events are run outside of Motorsport UK as an IKR – Independent Kart Race – but the Motorsport UK guidelines as laid out in the 2021 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. The Motorsport UK and ABKC are also referenced for guidelines on sportsmanship and general behaviour.

2. Jurisdiction

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

3. Events

Round	Date	Entries Close Std Fee
1	24 th October	17 th October
2	14 th November	7 th November
3	5 th December	28 th November
4		
5		
6		
7		
8		
9		
10		

The organisers reserve the right to postpone and/or alter any date.

4. Eligibility

Competitors must either be fully paid up members of IOMKRA or pay the additional non-member entry fee.

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.

5. Championships

The events are rounds of the 2021 Isle of Man Kart Racing Association Limited Winter Sprint Championship incorporating various classes as detailed in Section 6 below.

The Championship Regulations should be read in conjunction with these Supplementary Regulations.

All fully paid up members who start a heat or final are eligible to score points for the IOMKRA Summer Sprint Championship.

6. Classes

The following classes will run, provided enough entries are received to make up a race. Classes may be amalgamated if necessary.

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Bambino	
Bambino C50	
Cadet / Junior	
Cadet (Extreme)	
Mini Max	Junior Rotax
Senior	
Senior (Extreme)	
Libre (for TKM 4 Stroke, Rotax Max 125 & 177, IAME X30)	

Additional classes maybe added and if so, these will be notified in an Official Instruction prior to the start of the meeting, these classes may not be included in the championship.

7. Entries

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.

The maximum number for each race is 34.

Should any of the minimum figures not be reached, the organisers have the right to either, cancel the meeting or amalgamate classes as necessary.

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

Late entries will be accepted up to **09:00 on the morning of the event** but will incur an **additional** surcharge of £10.00 per entry.

Competitors racing in more than one class must submit an entry for each class and pay the entry fee for each.

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.

Bank	Isle of Man Bank
Sort Code	55-91-10
Account No.	14554003
Account Name	Isle of Man Kart Racing Association Ltd
Reference	<Invoice Number>

All entries must be paid for prior to the event.

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

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.

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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.

Entries will be acknowledged following receipt of payment via the online entries system to the competitors registered email address.

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.

8. Officials

Clerk of the Course	to be advised in race day programme
Deputy Clerk of Course	to be advised in race day programme
Scrutineer(s)	to be advised in race day programme
Timekeeper(s)	to be advised in race day programme
Club Stewards	to be advised in race day programme
Secretary of the Meeting	to be advised in race day programme
Entries Secretary	TBC

A full list of Officials will be published in the programme for the event which will be distributed at Signing On.

9. Programme

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

NO ENGINES ARE TO BE STARTED BEFORE 9.00AM

Following the close of entries at standard rate, a schedule will be created based on the entries received. This will include suitable breaks during the day such as lunch.

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

All competitors and parents/guardians for those under 18, must attend a driver briefing by the Clerk of the Course.

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

There will be a practice session before qualifying. There will be two (2) heats and one (1) final for each competitor. Grid positions for the 1st Heat will be determined from a 6 minute qualifying session; the driver with the fastest lap will start on pole and so on until the slowest driver is in the last position. Any competitors who do not complete a timed lap in qualifying will be placed at the rear of the grid, at the discretion of the Clerk of the Course.

The grid for Heat 2 will be also be decided by the result from Heat 1.

Grid positions for the Final will be decided by merit from finishing positions in the heats. Should there be a tie on grid points, the 1st heat finishing positions will be the tie breaker. The highest finishing position in 1st heat will take the higher grid position in the final.

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Races within the meeting will of the following durations:

	Heats	Final
Bambino	Will run as a time trial with each driver qualifying. This means the clocks starts for each driver when they cross the line and the driver who gets to the end of the set time/number of laps quickest wins the heat. Heats will be 6 laps and Final 8 laps.	
Cadet	8 minutes	10 minutes
Junior	8 minutes	10 minutes
Senior	10 minutes	12 minutes

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.

10. Signing On and Scrutineering

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.

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.

11. Scrutineering

11.1 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 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.

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 except for those classes which have two engines as standard (Honda Junior and Honda Senior classes), those classes may have two spare engines.

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 prior to competitors leaving the area post the weigh bridge.

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.

11.2 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.

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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.

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.

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.

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

12. Technical

All karts must comply with the technical regulations applicable to the class they wish to compete in laid down in the '2021 – IOMKRA Sprint Technical Regulations', this includes tyres.

13. Timing

Transponder timing systems will be used.

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.

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.

14. Race Procedure

14.1 Classification of Meeting

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 (i.e. wet or dry)

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.

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

14.2 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.

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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.

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

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.

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.

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
- (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.

The application of a penalty will be at the discretion of the Clerk of Course and may be by implying 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.

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 and Clerk of Course (s), will be Judges of Fact in respect of race starts.

14.3 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, other than the changing of a plug, 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.

Red flag procedures will be applied.

Race stops will be applied. 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.

Should it not be possible to restart a race following a red flag, results will be declared but those competitors deemed to be the cause of the stoppage will be removed from classification.

14.4 Black & White Flag

Should a driver demonstrate suspect behaviour such as contact, gaining an unfair advantage etc the Clerk of the Course may call for the driver to be presented with a black and white flag. This will be shown along with the

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driver's number and will be shown a maximum of twice. On the second infringement the driver shall be issued with a 10 second time penalty. This will be shown to the driver by use of a board stating "Time Penalty" along with the driver's number. Should there be a third infringement the driver will be shown the Black Flag.

14.5 Black Flag

If a driver is presented with a black flag and a board along with their number, the driver has been disqualified from the race. The driver must leave the circuit on that lap via the access lane in a slow, controlled manner, the driver should then report to race office and await the Clerk of the Course.

Should the black flag be ignored, the Clerk of the Course may exclude the competitor from the remainder of the meeting.

14.6 Others Flag

A full list of flags which may be used in a race meeting are covered in 'Appendix 1 – Flags'.

14.7 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 occupying the top four places in the race results will be required to be weighed for conformity as they leave the circuit so a queue may form on the access lane. Competitors outside of the top 4 places may be selected for a weight check and they will be advised prior to the weight bridge.

The weigh scales and check weights provided for competitor use at scrutineering are deemed to be correct on the day.

Scrutineers may check for technical conformity after both heats and finals.

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.

14.8 Buy Back

Where stated in the referenced '2021 – IOMKRA Sprint Technical Regulations' an engine 'Buy Back' scheme will be in operation.

15. Penalties

The Clerk of the Course is empowered to penalise competitors for not complying with the Race Regulations, Specific Race or Technical Regulations. The list of penalties is cover in 'Appendix 2 – Penalties'.

Warnings will be shown by use of flags in 'Appendix 1 – Flags' at the start/finish line. Warnings that are applied post-race will be advised to those concerned. It is the driver's responsibility to make their way to the Clerk of the Course if required.

Parents 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. Parents who do not behave in a reasonable manner or become aggressive or verbally abusive will incur penalties and even disqualification of their child from the race or even the championship

16. 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. Results will become final 15 minutes after the conclusion of each race.

Competitors who are classified as finishers of the race heats and finals will receive Championship points as defined in the Championship Regulations for the IOMKRA Sprint Championship 2021.

17. Awards

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.

18. Paddock/Trackside Rules

18.1 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 competitor's 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.

18.2 Trackside

All person's trackside, including mechanics, must have signed on the appropriate official race day documentation sheets.

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.

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.

18.3 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


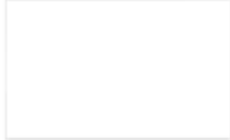



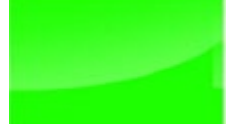


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right to have the said persons removed and they will be reported to the general committee who have the right to impose any disciplinary action deemed necessary on that person or persons.



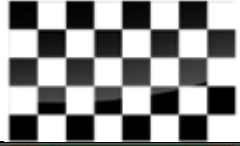

Any driver under the influence of alcohol or drugs will not be permitted to race. If you sign on and are suspected of being under the influence the club has the right to breathalyse you.

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.

19. Appendix 1 – Flags

COLOUR	CONDITION	MEANING / ACTION	
Blue	Stationary	Another competitor is following close behind	
Blue	Waved	Another competitor is trying to overtake	
White		A low moving or pace vehicle is on the circuit	
Yellow		Danger – slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking	
Yellow	Waved		
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	
	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		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	

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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.	

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20. Appendix 2 – Penalties

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

STARTING PROCEDURE	REGULATION	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
All other starting matters at the Clerk of the Course's discretion		

DRIVING STANDARDS	REGULATION	PENALTY
Gaining an Unfair Advantage		10 second penalty
ABC - Advantage by contact – first offence		Warning
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 – speak to CoC
Failure to comply with flag signals – second offence		Black Flag
Failure to comply with flag signals – third offence		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
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 (meeting)
Aggression to officials or competitors by competitor or any member of party		Exclusion (meeting)
Bringing the sport into disrepute		Exclusion (meeting possible championship)
Drugs & alcohol		Exclusion (meeting possible championship)