



Grampian Kart Club Boyndie Open Challenge 2017

Meeting Information

Owner drivers cost: £40 (must show GKC membership card, non GKC members +£10 day membership)

Prokart drivers (hire karts): £70 inclusive (must be 14 years+)

Signing on: 8.30am - 9.15am

Drivers briefing: 10:00am in the club house (it is mandatory that all drivers and under 18's drivers parents/guardians attend)

Meeting format

- 3 lap practice, 3 x 8 lap heats and 10 lap finals
- In the event of a wet meeting, prokarts will be time limited. For example 7min heats and 10min finals
- Meeting format is subject to change at discretion of GKC.

To be included in the heat grids you must have raced within 3 kart race meetings either non-MSA or MSA otherwise you will be set off the back. See entry form for details.

Championship points

- Classes must have at least 5 drivers to constitute a class in the championship. Subject to the discretion of GKC
- Points awarded as follows
 - 1st - 0
 - 2nd - 2
 - 3rd - 3
 - 4th - 4
 - and so on.

Non-start: Grid on day

Exclusion: Grid on day +10pts

Non-entry: 96pts

The Boyndie Drome Open Challenge comprises of 4 rounds with 3 to count.
19th March, 23rd April, 14th May and 23rd October

Saturday practice available 9am - 5pm

- Free to GKC members
- £20 day membership to non-members
- No Saturday practice for prokarts

Entries should be sent to; **Sheryl Borton, North Cookston, Ellon, Aberdeenshire, AB41 8DT.**

Email at entry@grampiankartclub.com

All cheques / postal orders should be made payable to GKC Ltd



Class Rules

- Only one set of **used** dry tyres will be permitted per meeting, Note this is a low cost club championship
- 125 Max Evo Engine fitted with EVO Dell'orto ignition system will be subject to an extra 5kg penalty
- All previously homologated class equipment is acceptable e.g Honda exhausts, Rotax airboxes and clutches. If uncertain check with the Clerk of the course at drivers briefing
- Chassis from 2002 onwards, must have all bodywork including full width rear bumper
- All drivers born before 1988 are eligible for over 30s championship
- All wet tyres must have minimum of 2mm tread before the start of the race
- It's the competitor's responsibility to ensure their kart is race worthy condition
- Clothing, Road legal or Snell helmet, CIK Kart racing overalls - no limitation on expiry date, Racing gloves, Boots that cover ankles

Cadet

Class age

8-13years

Tyres

Dry - Dunlop LS2-MSA + 2016 tyres Dunlop SL3 'RAC

Wet - Dunlop KT3

Honda cadet

Weight including driver at end of the race 103kgs

Yellow background, red numbers (front, sides and back)

Comer cadet

Weight including driver at end of the race 99kgs

Yellow background, black numbers (front, sides and back)

IAME cadet weight

Weight including driver at end of the race 103kgs

Yellow background, black numbers (front, sides and back)

Juniors

Class age

11-17years

Rotax Mini Max (Exhaust and throttle restrictor must be in place at all times)

125 Max Evo Engine can only run with DENSO digital battery ignition

Weight including driver at end of the race 135kgs

Tyres

Dry - Mojo D1

Wet - Mojo W2

Number colours

Yellow background, black numbers (front, sides and back)



Junior TKM (restrictor as per weight, check with clerk of the course if unsure)

Weight including driver at end of the race 123kgs

Tyres

Dry - Maxxis Green 'F TKM'

Wet - Maxxis Red/White 'F TKM'

Number colours

Blue background, white numbers (front, sides and back)

Rotax Junior Max

125 Max Evo Engine fitted with EVO Dell'orto ignition system will be subject to an extra 5kg penalty – 153kgs

Weight including driver at end of the race 148kgs

Class age

13-17years

Tyres

Dry - Mojo D2

Wet - Mojo W2

Number colours

Red background, white numbers (front, sides and back)

IAME X30 Junior

Weight including driver at end of the race 148kgs

Class age

13-17years

Tyres

Dry - Komet K1H

Wet - Komet K1W

Number colours

Green background, white numbers (front, sides and back)

Seniors

Class age

16years+

Senior TKM

Weight including driver at end of the race 132kgs

Tyres

Dry - Maxxis Green 'F TKM'

Wet - Maxxis Red/White 'F TKM'

Number colours

Red background, white numbers (front, sides and back)



Rotax Max

125 Max Evo Engine fitted with EVO Dell'orto ignition system will be subject to an extra 5kg penalty – 167kgs

Weight including driver at end of the race 162kgs

Tyres

Dry - Mojo D2

Wet - Mojo W2

Number colours

Blue background, white numbers (front, sides and back)

Rotax Max 177

125 Max Evo Engine fitted with EVO Dell'orto ignition system will be subject to an extra 5kg penalty – 182kgs

Weight including driver at end of the race 177kgs.

The driver must, in full racing equipment, weigh a minimum of 80kg at all times

Tyres

Dry - Mojo D2

Wet - Mojo W2

Number colours

Green background, white numbers (front, sides and back)

IAME X30 Senior

Weight including driver at end of the race 164kgs

Tyres

Dry - Komet K1H

Wet - Komet K1W

Number colours

Yellow background, black numbers (front, sides and back)

KZ UK (125cc 6 speed gearbox)

Weight including driver at end of the race 180kgs

Tyres

Dry - Dunlop DFH

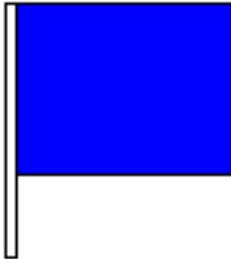
Wet - Dunlop KT14

Number colours

Green background, white numbers (front, sides and back)

Any class not listed will be suitably grided within a representative class, if in excess of 8 karts a separate grid might be formed at GKC discretion.

Flags



Blue Flag

Stationary - Another competitor is following close behind.

Waved - Another competitor is trying to overtake.



White Flag

A service car or slow moving car is on the circuit.



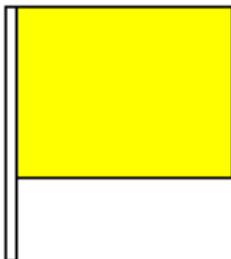
Black/White Diagonal

A warning, to the driver that his behaviour is suspect and that he may be black-flagged on further reports. Displayed with a white number.



Black Flag

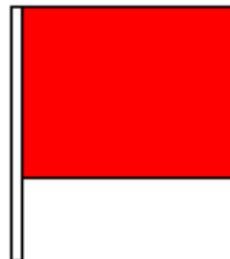
The driver must stop at his pit within one lap of receiving the signal and report to the Clerk of the Course. A penalty of exclusion may be enforced by display of the Black flag. Displayed with white number.



Yellow Flag

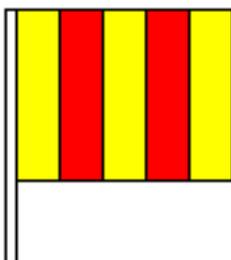
Stationary - Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

Waved - Danger. Slow down considerably. Be prepared to take other evasive action including stopping if necessary. No overtaking.



Red Flag

Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.



Yellow/Red Black

Stationary - Slippery surface ahead.

Waved - Slippery surface imminent.



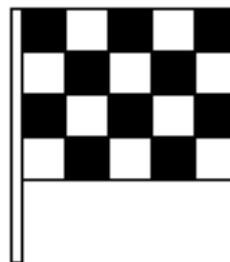
Green, yellow Chevron

False start. Get back in formation to take start.



Black, Orange Disc

Notification of apparent mechanical failure which might not be obvious to the driver. The kart concerned must return to the pits for repairs on the next lap. Displayed with number.



Black & white chequered

Practice or race finish.



Driving Standards

All starts will be 'slow rolling' in 2 rows with the pole position on the inside. The start signal will be by the extinguishing of the official Red start light. Should the Red light remain on this indicates a false start whereby all competitors will continue for a second slow rolling lap. The pole driver dictates the 'slow lap' pace and drivers must remain in grid formation until the start signal is given. Drivers then race to the chequered flag.

There will be a strict '**No Contact**' rule applied to all races. Avoidable and deliberate contact with another competitor will result in penalties. All marshals and officials will be deemed as judges.

More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his/her position off-line, should leave at least one kart width between his/her own kart and the edge of the track on the approach to the corner.

Any driver defending his/her position on a straight, and before any braking area, may use the full width of the track during his/her first move, provided no significant portion of the kart attempting to pass is alongside his. Whilst defending in this way the driver may not leave the track without justifiable reason.

For the avoidance of doubt, if any part of the front nose cone of the kart attempting to pass is alongside the rear wheel of the kart in front this will be deemed to be a 'significant portion'

Penalties

Infringement / description	Penalty
Gaining an unfair advantage depending on severity of incident	+4 places, -1 lap, race exclusion, meeting exclusion
Driving in a manner incompatible with general safety	+4 places, -1 lap, race exclusion, meeting exclusion
Contravention of flag signal	+4 places, -1 lap, race exclusion, meeting exclusion
Abusive Language, Behaviour or Assault to competitors and officials	race exclusion, meeting exclusion
Scrutineer Non-Compliance - non-performance enhancing	warning, +4 places, -1 lap, race exclusion, meeting exclusion
Scrutineer Non-Compliance - performance enhancing	+4 places, -1 lap, race exclusion, meeting exclusion

- Scrutineers will adjudicate technical based penalties for class non-compliance
- Clerk of the course will adjudicate driving standards and driver conduct. Clerk of the course has the final decision

Rules and regulations subject to amendment and Clerk of the course discretion.

If you have any questions please ask the Clerk of the course at the drivers briefing.