

GKCC

GRAMPIAN KART CLUB



BOYNDIE DROME OPEN CHALLENGE

2021
RULES
& REGULATIONS

Boyndie Drome Open Challenge

The Boyndie Drome Open Challenge (BDOC) sets out to be an inclusive and affordable kart club championship.

These rules and regulations are in place to ensure competitor safety and a competitive playing field.

Please read them before entering a race meeting so you are fully aware of the expectations.

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1. Meeting Information

1.0 - There is no licence requirement to compete in the BDOC. Drivers who have competed in less than 3 kart meetings (licenced or non-licenced) will be required to start at the back of the grid.

1.1 - The meeting is organised and run by GKC.

1.2 - Entry fees are as follows:

Members: £40

Non-members: £50 (incl. £10 day membership)

Transponder Hire: £10

Members must present membership card at signing on.

1.3 - Meeting format:

Open practice will run throughout the morning from 9am until 11:30am.

Bambinos

4x 8min time trials. Fastest lap wins the time trial. Points scored in all 4 rounds, best points wins the day.

All other classes

1x 6min time trial - fastest lap scores best points.
2x 8min + 1 lap grided heats - grids seeded in order of entries recieved for one heat and that entry order reversed for the next. 1x 9min + 1 lap final - grid from total points scored in time trial and 2 heats.

Subject to number of entries timings may differ slightly.

1.4 - A drivers briefing will be held prior to the start of the first heat, all competitors must attend and those under 16 years old must have their parent/guardian present.

1.5 - The 2021 BDOC consists of 6 rounds with 5 to count to the Championship. Subject to change at GKC discretion.

1.6 - Championship points will be calculated on a high point system as followed:

Heats: 1st - 30, 2nd - 28, 3rd - 27, 4th - 26 and so on

Finals: 1st - 60, 2nd - 57, 3rd - 55, 4th 54 and so on

Where there is a necessity to run an A & B final, points in the B final will be scored downwards from the last positioned finisher in the A final.

C finals - 0 points

Non start for any race - 0 points unless there is a B Final in which case A Final qualified drivers will get a position after all other competitors in the A Final and if more than one on the basis of grid position.

Exclusion from a whole meeting will carry a penalty of minus 50 points and all three heats from that round will score 0 points and the final from that round will score minus 50 points and be counted as qualifying rounds, they cannot be dropped as worst scores. An exclusion from a heat or final can be counted as a dropped score provided the exclusion is not from the whole meeting.

1.7 - Classes must have at least 2 competitors to constitute a class at the discretion of GKC committee.

1.8 - Competitors who are 30 years old before the first round of the Championship are eligible for any over 30s awards.

1.9 - Entry should be submitted by Thursday midday. Late entries will be subject to starting from the back of grid. Entries can be made online or by paper form found on our website.

2. Competitor Information & Safety

2.0 - Helmets must carry a BS kite mark or SNELL rating and must be in good and undamaged condition.

2.1 - Race suits / overalls must be of good condition with no rips or tears and carry a CIK/MSUK recognised marking. Expiry date not applicable.

2.2 - Racing gloves must be of good condition with no rips or tears.

2.3 - Racing boots must be of good condition with no rips or tears. The boot must be ankle height.

2.4 - Competitors may wear other safety devices as they see fit including ear plugs, balaclavas, neck braces etc. Headphones and/or radio equipment can't be worn.

2.5 - Video recording equipment can't be mounted to the competitor or crash helmet.

3. Kart Requirements

3.0 - Previously homologated chassis from 2002 onwards can compete. Full bodywork including plastic sidepods, nassau panel and nose cone must be present. Rear bumper must be full width and can be metal or plastic. Chain guard must also be fitted.

3.1 - It's the competitors responsibility to ensure their kart is in good race worthy condition. If in doubt seek a GKC official for advice.

3.2 - Transponders must be mounted securely to the kart in the area around the back of the seat. For any club hired transponder it's the competitors responsibility to return it safely at the end of the meeting. If lost or damaged the competitor will be held liable for the cost of replacement or repair.

3.3 - Any video recording or data logging equipment must be securely mounted to the kart.

3.4 - All karts must have a secondary brake cable fitted to operate the brakes should the main one fail. Karts must also be fitted with a brake protector that sits lower to the ground than the disc.

3.5 - Rear track must

4. Race Procedures

4.0 - The bambino grid will be set off in intervals from the dummy grid.

4.1 - All other classes will take a double file rolling start. The class will leave the dummy grid for a rolling lap. It is the pole sitters responsibility to ensure the grid is bunched and formed before the start. The pole sitter must hold a steady pace to the start line with the following pack maintaining a similar pace and stay within the tram lines. Once the red light is extinguished the pack may accelerate and break formation.

4.2 - There is no tyre warming allowed by the way of weaving on circuit, tyre blankets, heating equipent of any sort or lifting and scrubbing tyres on the ground by spinning the rear tyres.

4.3 - Before starting their kart, competitors must be seated with full safety gear on in order to maintain full control in the event of a malfunction. Exception to twin-engine prokarts.

4.4 - In the event of a false start the 'False Start' flag will be waved. The pack should slow, stop racing and return to original grid order to take another start. If false starts are deemed to be caused by a competitor not adhering to the rules a penalty maybe given.

4.5 - Post-race scrutineering will take place, the scrutineering team will direct karts into parc-ferme. Checks will typically include a

check of weight, rear track width or engine parts. You might be asked to remove items within parc-ferme and present to the scrutineer for inspection. All parts must conform to the technical fiches for that class. Irregularities will be subject to a penalty.

4.6 - Track direction is clockwise and all classes other than KZUK / Gearbox must take the loop. Any driver not completing the circuit correctly will be subject to a penalty if an unfair advantage is gained.

4.7 - Any class not listed will be suitably grided in a representative class. If in excess of 5 entries a new grid might be formed at GKC discretion.

5. Tyres

5.0 - Tyres used must be as per the class requirement listed later in this document.

5.1 - To be eligible for the BDOC there is a limit of tyres that can be used. This is as follows:

Bambino - no limit, no advantage to new tyre

Twin engine prokarts - 1 set

Cadets - 2 sets

All other classes - 3 sets

In the event of a calendar change GKC reserve the right to adjust the limit to suit. If this happens it will be published on the website.

5.2 - A competitor may only register and use 1 set of slick tyres per race meeting. If a competitor has registered more than 1 set of tyres they must nominate a set they will use for that meeting. This will be done on the first competitive outing when they are scanned.

5.3 - No limit on wet tyres on the grounds of safety. Wet tyres must have a minimum of 2mm tread across the width of the tyre prior to the start of the race.

5.4 - If a tyre is damaged and you need to substitute it this request must be made to the scrutineering team. You should make this request as soon as the damage is spotted.

6. Driving Standards

6.0 - GKC expect all officials, competitors, mechanics, family members etc to 'race with respect' and behave in an amicable manner at all times. Failure to do so may result in penalty or being asked to leave the premises.

6.1 - No weaving to warm tyres or scrubbing of

tyres on the dummy grid by lifting and spinning the rear tyres.

6.2 - There will be a strict 'no contact' policy 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 of fact.

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

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.

6.4 - If an overtaking driver has a significant portion of their kart alongside their rival prior to braking for the corner, the rival must leave at least a kart width between their kart and the edge of the circuit.

6.5 - 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'.

6.6 - Video footage will not be viewed in relation to any incidents.

7. Penalties

7.0 - All penalties issued on the day are final, please respect the decision made. There is no appeals process.

7.1 - Driving standards official/s will discuss any driving infringements with the necessary parties involved. Other officials or marshals may also contribute what they have witnessed to assist them in making a decision.

7.2 - Penalties are as follows:

Infringement	Penalty
Gaining an unfair advantage depending on severity of incident	+4 places or -1 lap
Driving in a manner incompatible with general safety	-1 lap or race disqualification

Infringement	Penalty
Driving in a manner incompatible with general safety-Aggravated Contact	Race disqualification or Meeting disqualification and referral to officials of the meeting
Contravention of flag signal before or after race	+4 places
Contravention of flag signal during race	-1 lap
Contravention of flag signal - ignoring technical flag twice	Black Flag
Contravention of flag signal ignore black flag twice	Race disqualification or meeting disqualification
Abusive Language, Behaviour or Assault to competitors and officials	Race disqualification or meeting disqualification
Scrutineer Non-Compliance - non-performance enhancing	Warning, +4 places or -1 lap
Scrutineer Non-Compliance - performance enhancing	+4 places, -1 lap or race disqualification
Underweight	Race disqualification

8. Bambino

8.1 - Competitors must be aged between 6-8 years old.

8.2 - White numbers on a black background displayed front, side and rear.

8.3 - Weight of driver and kart at race end must be a minimum of 69kgs.

8.4 - All weather LeCont MSA 04. Minimum tread depth of 1mm at race start. No tyre limit.

8.5 - Comer C50 engine which must be in its original standard condition as manufactured and conform in all aspects with the MotorsportUK 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 unmodified. 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. Full chain guard must be fitted.

8.6 - A fixed gearing of 80T rear sprocket to be fitted.

8.7 - Overall rear track width must not exceed 1100mm, measured at the widest point. Rear bumper and sidepods mustn't exceed the outer edge of the wheel. The rear bumper must cover at least 50% of the rear wheels at all times.

9. Cadets

9.1 - Competitors must be aged between 8-12 years old.

9.2 - Class weights and number colours:

Honda cadet

Weight including driver at end of the race 103kgs

Red numbers on yellow background displayed front, side & rear

Comer cadet

Weight including driver at end of the race 99kgs

Black numbers on yellow background displayed front, side & rear.

IAME cadet

Weight including driver at end of the race 103kgs

Black numbers on yellow background displayed front, side & rear

Novices will be asked to display a black 'X' next to their number using electrical tape.

9.3 - Dunlop SL3-MSUK restricted to 2 (TWO) sets for 6 rounds, tyres to be registered, barcodes will be recorded and checked randomly.

Wet Tyres: Dunlop Wets KT3 no restriction on wet tyres barcodes will not be recorded

9.4 - Any previously homologated parts can be used with exception of the engine restrictor - if in doubt ask a GKC official.

9.5 - Engines will be regulated as per the MotorsportUK specs and fiches.

9.6 - Any previously homologated class equipment is acceptable unless otherwise stated. If in doubt ask GKC officials.

9.7 - Overall rear track width must not exceed 1200mm, measured at the widest point. Rear bumper and sidepods mustn't exceed the outer edge of the wheel. The rear bumper must cover at least 50% of the rear wheels at all times.

10. Mini Rotax Max

10.1 - Competitors must be aged between 11-14 years old.

10.2 - Black numbers on yellow background displayed front, side & rear. Novices to display black 'X' next to their number using electrical tape.

10.3 - Weight including driver at end of the race 130kgs (driver minimum 37kgs).

10.4 - Dry - D2XX slick tyres restricted to 3 sets for the 6 rounds, tyres to be registered barcodes will be recorded and checked randomly

Wet - Mojo W5 no restriction on wet tyres, barcodes will not be recorded .

10.5 - Rotax 125cc 2 stroke sealed or unsealed, restrictor in exhaust and carburettor to be fitted at all times, 125cc Rotax Evo can only run with DENSO digital battery ignition.

10.6 - Engines will be regulated as per the MotorsportUK spec and fiches.

10.7 - Any previously homologated class equipment is acceptable unless otherwise stated. This excludes any restrictors which must conform to the latest spec at the time. If in doubt ask GKC officials.

10.8 - Overall rear track width must not exceed 1400mm, measured at the widest point. Rear bumper and sidepods mustn't exceed the outer edge of the wheel. The rear bumper must cover at least 50% of the rear wheels at all times.

11. Junior Rotax Max

11.1 - Competitors must be aged between 13-16 years old.

11.2 - White numbers on red background displayed front, side & rear. Novices to display black 'X' next to their number using electrical tape.

11.3 - Weight including driver at end of the race 148kgs (driver minimum 42.5kgs)

11.4 - Dry - Mojo D2XX slick tyres restricted to 3 sets for the 6 rounds, tyres to be registered barcodes will be recorded and checked randomly

Wet - Mojo W5 no restriction on wet tyres, barcodes will not be recorded

11.5 - Any previously homologated parts can be used - if in doubt ask.

11.6 - Engines will be regulated as per the MotorsportUK spec and fiches.

11.7 - Any previously homologated class equipment is acceptable unless otherwise stated. If in doubt ask GKC officials.

11.8 - Overall rear track width must not exceed 1400mm, measured at the widest point. Rear bumper and sidepods mustn't exceed the outer edge of the wheel. The rear bumper must cover at least 50% of the rear wheels at all times.

12. Senior Rotax Max (162, Clubman & 177)

12.1 - Competitors must be aged 16 years and over.

12.2 - White numbers on blue background displayed front, side & rear. Novices to display black 'X' next to their number using electrical tape.

12.3 - Weight for each class as follows:

162 and Clubman

Driver and kart must weigh a minimum of 162kgs at race end.

177 Rotax Max

Driver and kart must weigh a minimum of 177kgs at race end. Driver must weigh a minimum of 80kgs with racing gear to be eligible for 177 class.

12.4 - Dry - Mojo D5 slick tyres restricted to 3 sets for the 6 rounds, tyres to be registered barcodes will be recorded and checked randomly

Wet - Mojo W5 no restriction on wet tyres, barcodes will not be recorded

12.5 - Any previously homologated parts can be used - if in doubt ask.

12.6 - Engines will be regulated as per the MotorsportUK spec and fiches.

12.7 - Competitors electing to race in clubman will be restricted to one season. This is at the discretion of GKC officials.

12.8 - Overall rear track width must not exceed 1400mm, measured at the widest point. Rear bumper and sidepods mustn't exceed the outer edge of the wheel. The rear bumper must cover at least 50% of the rear wheels at all times.

13. KZUK (gearbox class)

13.1 - Competitors must be aged 16 years and over.

13.2 - White numbers on green background displayed front, side & rear. Novices to display black 'X' next to their number using electrical tape.

13.3 - Weight of driver and kart at race end must be a minimum of 180kgs.

13.4 - Dry - Le Cont SVC 'CIK' restricted to 3 sets for the 6 rounds, tyres to be registered barcodes will be recorded and checked randomly

Wet - Le Cont SVI 'CIK' no restriction on wet tyres, barcodes will not be recorded

13.5 - Any previously homologated parts can be used - if in doubt ask.

13.6 - Engines will be regulated as per the MotorsportUK spec and fiches.

13.7 - Overall rear track width must not exceed 1400mm, measured at the widest point. Rear bumper and sidepods mustn't exceed the outer edge of the wheel. The rear bumper must cover at least 50% of the rear wheels at all times.

14. Twin-Engine Pro Karts (Juniors)

14.1 - Competitors must be aged 11-15 years.

14.2 - Kart numbers must be displayed front, side & rear. Novices to display black 'X' next to their number using electrical tape.

14.3 - Weight of driver and kart at race end must be a minimum of 152kgs.

14.4 - Hidenau HKM for all weathers. 1 set for 6 rounds.

14.5 - 2x Villiers/Loncin 200cc 4 stroke engines. Engines must be run with restrictors.

14.6 - Engines will be regulated as per blueprint engine provided to GKC.

15. Twin-Engine Pro Karts (Seniors)

15.1 - Competitors must be aged 16 years and over.

15.2 - Kart numbers must be displayed front, side & rear. Novices to display black 'X' next to their number using electrical tape.

15.3 - Weight of driver and kart at race end must be a minimum of 190kgs.

15.4 - Hidenau HKM for all weathers. 1 set for 6 rounds.

15.5 - 2x Villiers/Loncin 200cc 4 stroke engines.

15.6 - Engines will be regulated as per blueprint engine provided to GKC.

16. Complaints

16.1 - Should a competitor wish to make a complaint about a BDOC event please put this in writing to the Club Secretary at secretary@grampiankartclub.com. Please note that no appeals or changes of results can be made.

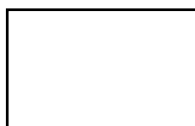
16.2 - If someone is deemed to have brought the club into dispute either in person or through social media the GKC committee may need to take action against the individual/s.

17. Flags & signals

It is the competitors responsibility to fully understand all the flags and signals.



Blue Flag, stationary means a faster competitor is following close behind, Waved - Competitor is trying to overtake.



White Flag, A service vehicle is currently on track.



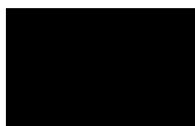
Red Flag, Race is stopped, slow down to walking pace and stop where instructed on track NO OVERTAKING



Yellow flag, incident on track ahead, NO OVERTAKING waved yellow incident on track ahead SLOW DOWN, NO OVERTAKING BE PREPARED TO STOP



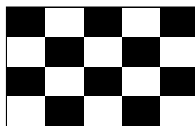
Black/white diagonal flag with kart number displayed WARNING TO DRIVER



Black flag with kart number displayed. You must proceed to the pits.



Black flag with orange circle with kart number displayed MECHANICAL FAILURE PROCEED TO PIT



Chequered flag the race is finished SLOW DOWN AND RETURN TO PITS NO OVERTAKING



Yellow with red vertical stripes SLIPPERY SURFACE



Green with yellow chevron FALSE RACE START SLOW DOWN AND RE-FORM GRID

RACE N^o RESPECT

Grampian Kart Club promotes a conduct of respect that competitors, officials, mechanics and spectators are expected to adhere to. It is based on the values of:

Respect

Fair play

Self-control

Good manners

Sincerity



GKC
GRAMPIAN KART CLUB

WWW.GRAMPIANKARTCLUB.COM