

These notes seek to clear up some misconceptions and aid race officials and scrutineering teams in the conduct of Blokart events.

They shall be read in conjunction with IBRA Rules Edition 7 released October 2019

Rule Clarifications

1 Chassis Deformation

IBRA Clarification: Intentional deformation of the chassis or other blokart elements is not permitted.

IBRA are aware that the blokart chassis and frame could be intentionally bent to change the performance characteristics of the blokart and provide an unfair advantage. IBRA would like to strongly discourage this practice to protect the one-design principles of our sport and ensure a level playing field for all competitors.

Measurements done on a range of well used blokarts from around world shows very little deformation of the chassis is normally evident.

Blokarts may be checked for any excessive deformation, during scrutineering. Any significant deformation (more than 2-3mm) may need to be corrected before the blokart can pass scrutineering and be used for racing in the event.

These requirements will be rigidly enforced at the upcoming Blokart Worlds Championships in NZ.

2 Tubeless Tires

IBRA Clarification: Tires used for racing must not be mounted tubeless – i.e. without an inner tube.

IBRA are aware that tubeless mounting of tires has become common in other sports. IBRA has decided that this should not be a permitted modification as it detracts from our one-design principles. Therefore, all tires used at blokart events must be mounted with inner tubes.

3 Tire Sealant

IBRA Clarification: Proprietary tire sealant can be added into inner tubes to help prevent punctures.

The use of tire sealant allows fairer sailing to occur at venues where normal tires are highly prone to punctures – due to presence of thorns or other sharp objects. The use of tire sealant has already been tolerated for number of years including at several world championship events, and IBRA supports that this practice continues to be permitted.

Standard Clauses on Wheeling and Race Abandonment

IBRA are aware that many Blokart events have had issues and conflicts when calling off races due to lack of wind.

It is often a matter of balancing between having fair conditions for sailing (essential for serious events like world championships) and getting some races completed (generally more important for social events).

Some recommended standard clauses are provided below for use in Sailing Instructions to help ensure that there is a clear definition provided for when races are called off and what happens under different circumstances.

These clauses may not be compatible for all venues and events, and further customised wording might be needed at some events on a case by case basis...

Clause 1 – Calling off racing due to light wind

This clause to be used in sailing instructions for more serious blokart events such as national and world championships where the emphasis is put on ensuring fair and competitive racing.

The PRO has the discretion to abandon a race if conditions become unsafe or if there is observed to be an un-sailable section of the course which requires sustained wheeling by all competitors, see IBRA Rule E.14.

A race may be abandoned during the dial-up or after the start. The race may also be abandoned after the race time is complete and the chequered flag is raised. For example, if the wind drops and some competitors remain out on the course.

The results from any abandoned race will be void and the race re-run when sailing conditions permit.

Clause 2 – Calling off racing due to light wind

This clause could be used in sailing instructions for less serious blokart events where the emphasis is on ensuring sufficient racing and participation occurs, even if conditions are marginal.

It assumes electronic timing is being used, or lap placings for each competitor are being manually monitored on every lap. – otherwise use clause 1 above.

The PRO has the discretion to abandon a race if conditions become unsafe or if there is observed to be an un-sailable section of the course which requires sustained wheeling by all competitors, see IBRA Rule E.14.

A race may be abandoned during the dial-up or after the start, up until [xx% of] the race time or laps is complete. In this case, the results from any abandoned race will be void and the race re-run when sailing conditions permit.

If [the race runs beyond the limits above, or if] the finish flag is raised, then the race can still be called off. In this case the race result will be based on race order at the time that the race leader successfully completed their last lap prior to the abandonment. i.e. the order of each blokart at their last crossing of the start/finish line prior to this time.

Note: Parts in red above can be optionally removed to simplify race management. The percentage above can be set as required according to event requirements, but it is expected to be in the range of 50 to 90%.