International Blokart® Racing Association

Blokart® One Design Handbook

Part A – One Design Class Intention

A.1 This handbook is to provide blokart sailers with a common basis within affiliated clubs under which local, national and international events will be run.

A.2 Local clubs to adopt these rules for local racing, particularly when sailors from other clubs of countries are attending an organised event. This will minimise variations and unexpected last minute changes. State, national & international events, additions to the rules can be made for venue specific sailing hazard situations in a Notice of Race. The Notice of Race must be issued no less than 4 weeks prior to the event.

A.3 The International Blokart Racing Association's (IBRA) intention is to provide a close level playing field for its members by way of a "One Design" rule for blokart sailers under two divisions, Production and Performance.

See Section "B".

Part B – One Design blokart Equipment Rules

B.1 Any item not specifically mentioned by these rules must be of "Standard" *blokart International Ltd* (BIL) manufacture for Production (Prod.) Class, this applies only to Part B rules.

B.2 Any item not specifically mentioned by these rules must be of "Standard", "BTech", or "Performance" products of BIL manufacture for the Performance (Perf.) Class., this applies only to Part B rules.

B.3 Only items that are available on the open market at least three (3) months prior to the event may be used (i.e. trial/test or limited availability items may not be used, even if produced by BIL).

B.4 Consistent with the 'One Design' philosophy, if modifications or additions are not listed in the table below, they are not allowed. "Specific Exclusions" indicate modifications that are strictly banned on both Production and Performance classes.

Rule Nr	**Description**	**Applicability**	
B.5	**General**	**Prod.**	**Perf.**
B.5.1	No part of this rule shall preclude repairs to a damaged part, provided that in repairing the damage the function of the part repaired is unchanged from original. Where a part cannot be repaired without effecting the original function and performance it must be replaced with an official replacement of BIL Manufacture.	YES	YES
B.5.2	Any permitted modifications must be carried out such that the modification does not pose a safety threat to the sailor and/or fellow sailors.	YES	YES
B.6	**blokart Frames**	**Prod.**	**Perf.**
B.6.1	blokart frames of standard BIL Production are to be used	YES	YES
B.6.2	Foot bar extensions may be used	YES	YES
B.6.3	Standard foot bars maybe lowered buy cutting the uprights by a maximum of 35mm each side to give leg clearance when using a foot bar extension or POD.	YES	YES
B.6.4	blokarts may be painted or powder coated, provided that the blokarts weight distribution remains unchanged.	YES	YES
B.6.5	Safety belts must be of standard BIL manufacture. Different seatbelt "buckles" may be used as long as race officials are made aware of the change and approve. No buckles relying on plastic for their strength may be used.	YES	YES
B.6.6	Cleats may be attached by through bolting or riveting for which holes may be drilled. Cleats need not be of BIL supply.	NO	YES
B.6.7	Graphics of any sort, be they for advertising or general decorative display, may be placed on any area of the blokart frame or POD. Graphics need not be of BIL supply	YES	YES
B.6.8	Adhesive tape of any type may be used to enhance fit of parts or hold any item in place, provided that its use is deemed safe by the scrutineers. Adhesive tape need not be of BIL supply	YES	YES

B.6.9	Padding and cushions may be added to provide comfort or prevent injury provided they do not impact the performance or safe operation of the blokart. Padding and cushions need not be of BIL supply	YES	YES
B.7	**Standing Rigging**	**Prod.**	**Perf.**
B.7.1	All mast and boom sections must be of standard BIL Production and must not be modified.	YES	YES
B.7.2	Carbon mast sections may be used.	NO	YES
B.7.3	Masts must be assembled in the order specified in the normal assembly instructions	YES	YES
B.7.4	Booms shall be standard BIL Sections.	YES	YES
B.7.5	Pulley whips may be shortened to a minimum length of 350mm overall for the fibreglass tube.	YES	YES
B.7.6	BIL manufactured Performance Mast Crane for the purpose of attaching sails may be used.	NO	YES
B.7.7	**Specific Exclusion:** Additional mast or boom stiffening of any kind may be used.	NO	NO
B.7.8	**Specific Exclusion:** Mast and boom sections may be glued or bolted together.	NO	NO
B.8	**Sails**	**Prod.**	**Perf.**
B.8.1	Sails must be of standard BIL Production and must not be modified.	YES	YES
B.8.2	**Specific Exclusion:** Sails may be re-cut, re-sewn or modified in any way, except to effect a repair as allowed by B5.1	NO	NO
B.8.3	Sail battens must be standard BIL Production battens.	YES	YES
B.8.4	BIL batten tensioners can be used, and the batted shortened.	YES	YES
B.8.5	Sail battens may be altered to reduce thickness.	NO	YES
B.8.6	**Specific Exclusion:** Batten tensioning straps may be modified	NO	NO
B.8.7	Sail Numbers, when required by the sailing instructions or notice of race, must be clearly displayed on the same side of the sail as the blokart logo, in a contrasting colour to the sail cloth. Sail numbers need not be BIL manufacture.	YES	YES
B.8.8	Sail numbers may be the blokart chassis number or club racing number.	YES	YES
B.8.9	Sail numbers must be a minimum height of 150mm.	YES	YES
B.8.10	Race officials of the event may decide on an alternative kart numbering method.	YES	YES
B.8.11	Tell tails may be installed onto the sail in any position, however they must not be cut into the sail or affect the structural integrity of the sail in any way. Tell tails need not be BIL manufacture.	YES	YES
B.8.12	Two finger battens may be installed between each standard batten. Finger battens must not extend more than 400mm from the leach of the sail, and must be attached to the sail via sticky back sail cloth. Finger battens need not be BIL manufacture.	YES	YES
B.8.13	Graphics of any sort, be they for advertising or general decorative display, may be placed on the sail, provided that they do not cover the blokart logos or sail numbers.	YES	YES
B.9	**Wheels, Axles, and Bearings**	**Prod.**	**Perf.**
B.9.1	Wheel rims must be of standard BIL Production and must not be modified.	YES	YES

B.9.2	Tyres may be of any manufacture provided that the overall diameter does not differ from those available from BIL (4.00-6) by more than 20 mm ($^3/_4$ in) in outer diameter	YES	YES
B.9.3	**Specific Exclusion:** Tyres may be modified (trimmed)	NO	NO
B.9.4	Wheels may be balanced, balancing weights need not be of BIL supply	YES	YES
B.9.5	Wheel stubs must be of standard BIL Production and must not be modified.	YES	YES
B.9.6	Wheel stubs may be straightened.	YES	YES
B.9.7	A Big Fork may be used to allow the fitting of a rear wheel in place of the front wheel.	NO	YES
B.9.8	Fibreglass axles must be of standard BIL Production and must not be modified.	YES	YES
B.9.9	Fibreglass axles may be repaired without altering the overall length and flexibility.	YES	YES
B.9.10	Bearings must be of an equivalent to the BIL Production bearings and must not be modified. BIL supplied bearings are size 6201, 6202 & 6003.	YES	YES
B.9.11	Wheel Bearings may be cleaned provided that the correct seals for the bearing used are in place & unmodified on the outer side of the bearing relative to the wheel rims.	YES	YES
B.9.12	Rubber seal (RS) bearings may be used	YES	YES
B.9.13	Shielded bearings (Z) may be used.	YES	YES
B.9.14	**Specific Exclusion:** Ceramic type bearings may be used.	NO	NO
B.10	**Running Rigging**	**Prod.**	**Perf.**
B.10.1	Unmodified downhaul and main sheet systems of standard BIL must be used.	YES	NO
B.10.2	Downhaul systems may be modified provided they do not exceed 6:1 purchase. Downhauls need not be of BIL manufacture.	NO	YES
B.10.3	Main Sheet systems (not rope) may be modified.	NO	YES
B.10.4	Main sheet ropes may be of any type but the minimum sheet diameter shall be 6mm.	NO	YES
B.10.5	A cleat may be used for the main sheet. Cleats need not be of BIL supply	NO	YES
B.10.6	A ratchet style block for the main sheet. Ratchet blocks need not be of BIL supply	YES	YES
B.10.7	**Specific Exclusion:** Additional running rigging may be added.	NO	NO
B.11	**Additional Equipment**	**Prod.**	**Perf.**
B.11.1	Any instrumentation or indicators may be used. Instrumentation and indicators need not be of BIL supply.	YES	YES
B.11.2	A rear view mirror made of plastic may be used.	YES	YES
B.11.3	A transponder or similar race management equipment as directed by the race committee may be used.	YES	YES
B.11.4	BIL's POD may be used.	NO	YES
B.11.5	Blokart ice blades may be used	YES	YES
B.11.6	**Specific Exclusion:** Toe-in adjustors may be used in conjunction with wheels.	NO	NO
B.11.7	**Specific Exclusion:** Weights used for increasing a blokarts weight distribution may be used	NO	NO

B.11.11	**Specific Exclusion:** Other additional equipment, not mentioned above, may be added to a blokart.	NO	NO
B.12	**Disabled Competitors**	**Prod.**	**Perf.**
B.12.1	Any modification consistent with the above rules relevant to the class may be made in order to address a disability. No approvals are required for these modifications.	YES	YES
B.12.2	Exemptions to the above rules may be allowed for disabled competitors, but must be approved by the racing committee of the day.	YES	YES
B.12.3	Exemptions will not be granted where the modification unnecessarily provides the disabled competitor an unfair performance advantage over other competitors.	YES	YES
B.12.4	A disabled competitor may seek a certificate from the IBRA formally approving a specific modification. This certificate will be accepted by the racing committee of the day, providing the competitor with certainty of the acceptability of the modification.	YES	YES

Part C – Competitors and Safety Rules

C.1 All competitors must wear an approved helmet.

C.2 All competitors must use safety belts at all times.

C.3 All competitors must wear enclosed shoes.

C.4 No loose items shall be allowed in any kart during racing.

C.5 A competitor shall give all possible help to any person in danger.

Part D – Scrutineering

D.1 All blokarts must be inspected prior to racing by the race officials. Blokarts must be presented at the committee area and sailors must remain with their blokart until the inspection has been conducted.

D.2 Any blokart may be inspected at any time by the race officials.

D.3 Any blokart disqualified from a race due to infringement of an equipment rule must carry that disqualification for the event.

Part E – Sailing Rules

E.1 A competitor shall compete in compliance with recognized principles of sportsmanship and fair play. A competitor may be penalized under this rule only if it is clearly established that these principles have been violated.

E.2 By participating in a race conducted under the IBRA rules, each competitor agrees:

- to be governed by these rules;
- to accept the penalties imposed and other action taken under the rules;
- with respect to such determination, not to resort to any court or other tribunal not provided for in the rules;

E.3 Each competitor is responsible for his/her own decision to participate or continue to participate in any event.

E.4 When blokarts are on opposite tacks, a port tack blokart shall keep clear of a starboard tack blokart. A blokart is on a port tack when the wind is coming from the port (left) side and/or the sail is on the starboard (right) side of the blokart. Similarly, a blokart is on a starboard tack when the wind is coming from the starboard (right) side and/or the sail is on the port (left) side of the blokart.

E.5 A starboard tack blokart tacking on to port in order to round a mark shall not waive its rights under E12.

E.6 When blokarts are on the same tack and overlapped, a windward blokart shall keep clear of a leeward blokart, both blokarts must hold a steady course. Blokarts are considered overlapped when they are on the same tack and any part of the front wheel of the aft blokart is level with or further forward than any part of the forward blokarts rear wheel.

E.7 When blokarts are on the same tack and not overlapped a blokart clear behind shall keep clear of a blokart that is clear ahead.

E.8 After a blokart passes head to wind, it shall keep clear of other blokarts until it is on its new proper course. If two blokarts are tacking at the same time, the blokart on the left shall keep clear of the blokart on the right.

E.9 A blokart shall avoid contact with another blokart if reasonably possible. However -

- a right of way blokart need not act to avoid contact until it is clear that the other blokart is not keeping clear;
- a right of way blokart shall not be penalized under this rule unless there is contact that causes damage or injury;

E.10 When a blokart acquires right of way, it shall initially give the other blokart room to keep clear, unless it acquires right of way because of the other's actions

E.11 When a right of way blokart changes course, it shall give the other room to keep clear

E.12 When blokarts are about to pass a mark or obstruction a blokart that has an inside overlap at a zone 20 metres (or other distance as specifed by the sailing instructions for venue specific situations) surounding the mark or obstruction, may hail “room” and pass the mark or obstruction in a sportsman like manner taking no more room that is necessary to pass the mark or obstruction safely. Any blokart overlapped on the outside shall give the inside blokart room to do so. After passing the mark or obstruction this rule ceases to apply, however, the right of way blokart must give the other room to keep clear. When this rule is in effect Port and Starboard ceases to apply until such time as both blokarts are outside the 20 metre zone

E.13 When a faster blokart approaches a slower blokart within the 20 metre zone surounding a mark or obstruction it shall pass only on the outside, if in doing so the blokart establishes an inside overlap for the next mark or obstruction it shall be entitled to room to pass the obstruction as per rule E.12. (the 20 metre zone may be modified by the sailing instructions to suit specific venue requriements)

E.14 The rules for starting a race will be defined by the race committee in the sailing instructions which is given to the race competitors prior to the race or series.

E.15 No sailor shall exit their blokart during a race unless directed to do so or to render assistance to a competitor due to saftey.

E.16 Blokarts must be propelled only by the setting and trimming of its sail or by the sailor using their hands against the rear tyres. Sailors must not touch the ground with any part of their body in order to propel their blokart.

Part F – Protests

F.1 A competitor wishing to protest another competitor shall so indicate the protest at the time of the incident, if possible, which then gives the other blokart an opportunity to take a penalty 360º turn.

F.2 If the allegedly offending competitor does not take a penalty 360º turn, the protesting competitor wishing to pursue the protest must lodge a form provided by the race committee (sample form is in Appendix 1). The form must be lodged no later than 1 hour after the race where the incident occurred.

F.3 The protesting competitor must pay any fee defined in the sailing instructions to the race officer when submitting the protest form.

F.4 The protestor shall indicate the rule alleged to be infringed in the allocated space on the protest form.

F.5 The race officer will notify the protested competitor of the protest, at which time the protested competitor may elect to withdraw from the race, (counted as a DNF in the scoring) ask for mediation as described in F6, or complete the remainder of the protest form in order to defend the action.

F.6 The protester and alleged offender, prior to a full protest committee, will go to a mediation meeting between themselves and the protest committee chairperson who will outline the rules, procedures and possible outcomes. At this time the protester my drop the protest, or the alleged offender may choose to pursue the actions specified in F6.uring the same day a protest committee shall be formed by the race committee, but not sooner than 30 minutes after the protested competitor is notified.

F.7 The protest committee shall first hear the protesting competitor who has the opportunity to call one witness, and then the protested competitor shall be given the same opportunity. The protest committee shall discuss, make a decision, and inform both parties of their decision which is final.

F.8 A request for redress or a protest committee's decision to consider redress shall be given to the race officer of the race involved, in writing, based on a claim or possibility that a blokart's finishing place in a race has through no fault of their own been made significantly worse by:

- An improper action or omission of the race committee
- Physical damage because of the action of a blokart that was breaking a rule of part E
- Giving help to another competitor
- A blokart which a penalty has been imposed under rule E.1

Redress where granted shall be, but not limited to either:

1. average points for that race (averaged at the end of the series),
2. a time award, or
3. actual place that the blokart would have achieved had the incident not have occurred.

The points scored by other blokarts shall remain unaltered (i.e. there could be 2 x 4th places or similar)

Part G – Penalties

G.1 A competitor who crosses the start line early must recross the start line. A competitor will not be considered to have started the race until the start line is crossed after the starting signal. The start line maybe recrossed in any place, however, a blokart returning to the prestart side must keep clear of all other blokarts.

G.2 A competitor will not be considered to have progressed in the race until the mark is rounded in the correct order in accordance with the racing course.

G.3 A competitor who touches or allows his/her blokart to touch a course mark while rounding it must perform a 360º turn as soon as practical.

G.4 A competitor may take a penalty and exonerate a breach of the sailing rules by executing a 360º turn as soon as practical after the incident, except of a breach of Rule G.1

G.5 A competitor executing a 360° penalty of the above penalties has no right of way under the sailing rules and must give way to all other competitors.

G.6 A protest committee may impose any penalty they deem fit. It may include but is not limited to: -

- a time penalty
- penalty points
- disqualification

Appendix 1 - Blokart Protest Form

Competitor Details

Protesting blokart Competitor

Name……

Race number……

Protested blokart Competitor

Name ……

Race number ……..

Race Particulars
Division ……
Race Number ……

Protesting blokart Competitor Evidence

Description of the incident **clearly** including what rule has been contravened:

Rule Contravened: .....

Describe Incident:

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Witness Name: .....

Draw Diagram:

Protested blokart Competitor Evidence

Describe Incident:

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Witness Name: .....

Draw Diagram:

Decision of protest committee.

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