



International Blokart[®] Racing Association

IBRA Rule Book

Edition 10 – Published October 2025

blokart[®]



Edition 10 Preface

The Edition 10 *rules* issued in October 2025 will be in effect from 1 January 2026 until the end of December 2027, after which a new edition of the *rules* may be published, or this edition extended.

Definitions for key words are included in Appendix A. Where there is a definition of a term, the term is shown in *italics* within the rule.

Minor rewording and corrections have been made throughout the document to improve readability. Significant rule changes made in this edition are indicated by a vertical line in the left-hand margin.

Key changes in this edition include;

1. An update of the Blokart Code of Conduct to address abuse directed at *race officials* (refer A.6).
2. A revision of the rules on Disqualification for Gross Misconduct (DGM), allowing for a broader range of penalties depending on the severity of the offence (refer F.1).
3. A clarification on how potential errors by *race officials* should be handled. *Competitors* should submit a request for redress, rather than lodging a protest against the official (refer G.1).
4. A clarification on how results should be determined if the wind dies after the finish of the race (refer A.10).
5. Some changes to the give way rules for continuing obstructions to make it clear that competitors cannot be forced into an obstruction, with some extra definitions added into Appendix A. (refer E.11)
6. A clarification of the ways in which an OCS (On Course Side) can be exonerated (refer F.4)
7. An update to the requirements for sail numbers (when mandated by events) (refer B.5.7)
8. An update clarifying the extent that mainsheets can be modified (refer B.7.3, B.7.4)
9. Additional requirements aimed at improving helmet safety have been introduced (refer C.1).
10. A streamlining of protest procedures to remove the requirement for a *competitor* to prepare a written response when a protest is lodged against them (refer Part G, Appendix D1 and Appendix E)

Other than minor wording improvements and changes noted above no substantive changes have been made to the Sailing Rules in Part E.

Note: This is not a comprehensive list. It is the responsibility of each *competitor* to read and understand the full set of *rules* included in this edition.

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Part A – Race & Event Management

- A.1 This handbook sets the rules for Blokart races at local, national, and international events.
- A.2 Changes or additions to the *rules* should only be made for safety reasons specific to the venue and must be listed in the *Notice of Race* or *Sailing Instructions*. The *Notice of Race* should be issued no less than 4 weeks prior to the event.
- A.3 The *International Blokart Racing Association (IBRA)* aims to ensure fair competition by implementing a “One Design” rule for *blokart competitors* under two *classes*, *Production* and *Performance*.
- A.4 Each *class* is divided by *competitor* weight:
- Lightweight: under 70kg
 - Middleweight: $\geq 70\text{kg}$ and $< 82.5\text{kg}$
 - Heavyweight: $\geq 82.5\text{kg}$ and $< 95\text{kg}$
 - Super weight: 95kg and above
- The *notice of race* may adjust or combine weight *divisions* or be split by age, ability, or other criteria.
- A.5 *Competitors* may be weighed before events. They must wear a minimum of a T-shirt and shorts and a maximum of long pants and a long-sleeve shirt. Shoes, helmets, gloves, jackets, or extra weights are not allowed.
- A.6 Code of Conduct

Competitors must follow sportsmanship and fair play principles.

Penalties apply for clear violations. Competitors must:

- a) Refrain from deliberate or repeated rule breaches.
- b) Act with integrity, honesty, and responsibility.
- c) Treat each other with mutual respect and trust.
- d) Not compete in races while impaired by alcohol or drugs
- e) Treat all *competitors* and *race officials* with respect – *verbal abuse, physical abuse, intimidation, and/or* discrimination will not be tolerated; and
- f) Not disclose confidential information without consent

Race officials must:

- Conduct themselves with professionalism and respect at all times.
- De-escalate confrontational situations whenever possible.
- Encourage *competitors* to resolve disputes through the official protest process.

Any breach of these *rules* may result in penalties, including disqualification for gross misconduct (DGM). A DGM cannot be discarded. Competitors and *Race officials* are expected to uphold these principles at all times.

A.7 By racing under *IBRA rules*, *competitors* agree to abide by these rules, accept any penalties, and refrain from seeking resolution through external tribunals or legal proceedings

A.8 Competitors are solely responsible for deciding whether to participate in a race or continue racing

A.9 Accidents

1. If an accident occurs, Race Officers may abandon a race in progress. Competitors must provide all practicable *assistance* to anyone in danger, regardless of their racing status, and may seek redress if their results are affected.
2. Competitors involved in an accident who are uninjured or do not require *assistance* should exit their *blokart* and promptly signal to other *competitors* and *race officials* that they are okay.

A.10 Cancelling, Postponing or Changing Course

1. The *Race Committee* may cancel, postpone, or change the course before the start provided that *competitors* are given an opportunity to be briefed. The *Race Committee* may cancel or abandon a race after the start if the course becomes unsafe, a *mark* shifts, wind conditions are unfair, or for other reasons specified in the *sailing instructions* or *Briefing*.
2. If more than 50% of the fleet becomes stranded on the course due to a lack of wind after the checkered flag is raised, the race may be abandoned. If 50% or less of the fleet are stranded under the same conditions the race will be scored. Competitors who finished will retain their positions, and those stranded will be ranked based on their last completed lap. This may result in two or more *competitors* being awarded the same points.
3. A maximum time limit for the race may be set in the *notice of race*, *sailing instructions* or at *Briefing*. If the wind is deemed sufficient by *race officials*, any *competitor* who fails to finish within the time limit will be scored as Did Not Finish (DNF).
4. The course cannot be changed after the race has started.
5. *Competitors* will be informed of the date, time, and location of any resailed postponed or abandoned race.

A.11 Resailed Races

1. All *competitors* from the original race can compete in the resailed race, except those disqualified for sportsmanship violations (DGM).
2. The *Race committee* may accept new entries at their discretion, following the original race's entry requirements.
3. Other than DGM, rule infringements in the original race shall be disregarded.

A.12 Award of Prizes

1. The *Race committee* will ensure all prize-winners have followed the *rules* before awarding prizes.
2. If, within seven days of awarding, the *Race committee* finds that a *competitor* was incorrectly scored or violated the *rules*, they may demand the return of the award.

A.13 Drug & Alcohol Policy

General

Competitors must not race while impaired by alcohol or drugs. Violations will result in sanctions, including disqualification under rule A.6.

IBRA acknowledges that moderate alcohol consumption is common in social settings but emphasises that any alcohol or drug use during racing endangers the safety of *competitors* and others. Even small amounts can impair judgment and increase accident risks. Such impairments are unacceptable at blokart events.

Drugs

IBRA has a **zero-tolerance policy** regarding illegal drugs. Possession, use, sale, or distribution of illegal substances during events is strictly prohibited except for medications prescribed for personal use by a medical professional.

Alcohol

Competitors must not consume alcohol before or during racing on race days.

While *IBRA* values the social aspect of blokart events, safety remains the top priority. Compliance with this policy is required at all *IBRA*-sanctioned events.

Part B – Blokart Equipment Rules

B.1 Blokart equipment rule philosophy

B.1.1 Any item not specifically mentioned in these *rules* must be supplied by *Blokart International Ltd (BIL)* or its sub suppliers. If *BIL* provides a generic part, it can be sourced locally if:

- The part's function remains unchanged.
- The replacement part matches the original in strength and size.
- The replacement part is of equal or better quality.

No custom or generic parts are allowed unless specifically permitted in Part B *rules*.

B.1.2 Only *IBRA*-approved *BIL* accessories can be used in blokart racing. The approved parts list and usage dates are on the *IBRA* website at www.blokartworlds.com.

B.1.3 Only *modifications* listed in Part B are allowed to align with the “One Design” philosophy.

B.2 General

| Rule No. | Rule wording | Applicability | |
|----------|--|---------------|-------|
| | | Prod. | Perf. |
| B.2.1 | <i>Repairs</i> to damaged parts are allowed as long as the original function remains unchanged. If a part cannot be <i>repaired</i> without affecting its function or performance, it must be replaced with a <i>BIL</i> or approved generic part under rule B.1. | Yes | Yes |
| B.2.2 | Any permitted <i>repairs</i> and <i>modifications</i> must be carried out such that the <i>repair</i> or <i>modification</i> does not pose a safety threat to <i>competitors</i> and/or others. | Yes | Yes |
| B.2.3 | Adhesive tape, rubber/plastic tubing, foam packing, or string can be used to: <ul style="list-style-type: none">• Improve part fit• Secure items• Prevent entry of water, sand, dust, or grit Usage must be safe, as judged by scrutineers. These materials do not need to be supplied by <i>BIL</i> . | Yes | Yes |
| B.2.4 | “Shadow,” “Deuce,” or “Katalyst” parts, or parts designed for these models, cannot be used unless permitted by the <i>Notice of Race</i> . | Yes | Yes |

B.3 Blokart chassis

| Rule No. | Rule wording | Applicability | |
|----------|--|---------------|-------|
| | | Prod. | Perf. |
| B.3.1 | Only standard <i>BIL</i> -supplied blokart chassis are allowed. Side struts must remain in their original positions: <ul style="list-style-type: none">• At the back, side struts must be outside the chassis bracket with no spacers. | Yes | Yes |

| | | | |
|--------|--|-----|-----|
| | <ul style="list-style-type: none"> At the mast base, struts must be installed on the spigot with at least one nylock nut on each side and secured with <i>BIL</i> tri-knobs. <p>Extended bolts and double nutting of <i>chassis</i> joints is permitted as a safety enhancement (using extended bolts).</p> | | |
| B.3.2 | <i>BIL</i> PODs are permitted. | No | Yes |
| B.3.3 | <i>BIL</i> foot bar extensions and footplates are allowed. | Yes | Yes |
| B.3.4 | Foot bars can be lowered by cutting the uprights by up to 35mm on each side for better leg clearance when using a foot bar extension or POD. | Yes | Yes |
| B.3.5 | <i>Blokart chassis</i> may be painted or powder coated, provided that the <i>blokarts</i> weight distribution remains unchanged. | Yes | Yes |
| B.3.6 | Safety belts must be standard <i>BIL</i> -supplied. | Yes | Yes |
| B.3.7 | Cleats and pulleys can be attached using through-bolting, riveting, or clamping, and holes may be drilled. <i>BIL</i> does not need to supply these components. | No | Yes |
| B.3.8 | Any graphics, including advertising or decorative designs, may be placed on the <i>blokart chassis</i> or POD. Offensive graphics shall be removed if the scrutineering or race committee deems them offensive. Graphics do not need to be supplied by <i>BIL</i> . | Yes | Yes |
| B.3.9 | Padding can be added for comfort or injury prevention if it doesn't affect performance or safety. Padding need not be of <i>BIL</i> supply. | Yes | Yes |
| B.3.10 | Leg straps can be removed if using a <i>BIL</i> POD. | No | Yes |
| B.3.11 | Additional Bracing of the <i>blokart chassis</i> is not permitted. Any mounts added to the <i>blokart chassis</i> for equipment such as cameras, electronic equipment, blocks or jammers must be rigidly attached at only one point. They may be loosely secured at other locations, provided they do not create a rigid connection between multiple chassis components. Mountings must not function as structural bracing. | Yes | Yes |
| B.3.12 | <i>Significant deformation</i> of the <i>blokart chassis</i> , whether intentional or accidental, is prohibited as it may enhance performance. <i>Significant deformation</i> must be remedied before the <i>blokart</i> can legally compete in racing. | Yes | Yes |

B.4 Standing rigging

| Rule No. | Rule wording | Applicability | |
|----------|---|---------------|-------|
| | | Prod. | Perf. |
| B.4.1 | All mast and boom sections must be <i>BIL</i> -supplied fibreglass and cannot be modified or painted. | Yes | Yes |
| B.4.2 | In addition to B.4.1, <i>BIL</i> supplied Ultra & Carbon mast sections may be used and must not be modified or painted. | No | Yes |

| | | | |
|-------|--|-----|-----|
| B.4.3 | Adhesive tape can be used to prevent mast or boom sections from splitting, but it must not extend more than 100mm from the top of the section. | Yes | Yes |
| B.4.4 | Masts must be assembled in this order: <ul style="list-style-type: none"> • 5.5m sails: Base, 3rd, 3rd, 2nd, Tip. • 4.0m sails: Base, 3rd, 3rd, 2nd, Tip. • 3.0m sails: Base, 3rd, 2nd, Tip. • 2.0m sails: Base, 2nd, Tip. | Yes | Yes |
| B.4.5 | A <i>BIL</i> Mast Crane may be used to attach sails. The Mast Crane can be secured to the sail by any method. When using a <i>BIL</i> Mast Crane, the mast may end with a “2nd” section at the top, using the supplied adapter and an additional “3rd” section. | No | Yes |
| B.4.6 | Pulley whips may be shortened to a minimum length of 350mm for the fibreglass tube but cannot be painted or modified. To allow a <i>competitor</i> to continue sailing in the event of pulley whip breakage, the pulley may be loosely lashed to the <i>blokart chassis</i> provided the lashing does not restrict or interfere with the normal function of the pulley whip. | Yes | Yes |
| B.4.7 | <i>BIL</i> Mast Sleeve Protectors and Foiled MSP are allowed. | Yes | Yes |
| B.4.8 | Additional mast or boom stiffening may not be used. Building-up of mast section spigots using tape, fiberglass, or epoxy to improve mast fit is permitted as a <i>repair</i> under B.2.1 | Yes | Yes |
| B.4.9 | Mast and boom sections may not be glued or bolted together. | Yes | Yes |

B.5 Sails

| Rule No. | Rule wording | Applicability | |
|----------|--|---------------|-------|
| | | Prod. | Perf. |
| B.5.1 | Sails shall be standard <i>BIL</i> -supplied and cannot be modified, except for plastic inserts, to reduce wear on the webbing mainsheet guides along the sail’s foot. | Yes | Yes |
| B.5.2 | Sails cannot be recut, resewn, or modified except for <i>repairs</i> allowed under B.2.1. | Yes | Yes |
| B.5.3 | Sail battens must be standard <i>BIL</i> -supplied but can be altered to reduce thickness or length. <i>Modifications</i> to increase stiffness are not allowed. | Yes | Yes |
| B.5.4 | Sail batten tensioning bungies may be extended or shortened to adjust batten tension. | Yes | Yes |
| B.5.5 | <i>BIL</i> batten tensioners may be used according to the installation instructions, and the batten shortened. | Yes | Yes |
| B.5.6 | Webbing batten tensioning straps may not be modified. | Yes | Yes |

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|--------|---|-----|-----|
| B.5.7 | <p>When specified in the <i>Notice of Race</i> or <i>Sailing Instructions</i>, sail numbers must be clearly displayed horizontally on the opposite side of the sail to the blokart logo. The numbers must:</p> <ul style="list-style-type: none"> • Be in a contrasting colour to the sailcloth, • Be at least 200 mm high, and • Be readable from both sides of the sail. <p>If required for specific events, IOC country codes must also be displayed. These may be smaller than the sail numbers.</p> <p>Sail numbers and country codes do not need to be supplied by <i>BIL</i>. Event organisers may approve alternative numbering methods, where appropriate.</p> <p>Note: Sails labelled prior to 2026 with numbers at least 150mm high, placed the same side of the sail as the logo, may continue to be used.</p> | Yes | Yes |
| B.5.8 | Tell-tales can be added to any position on the sail but must not be cut into the sail or affect its structural integrity. Tell-tales do not need to be <i>BIL</i> -supplied. | Yes | Yes |
| B.5.9 | Up to two finger battens, including <i>BIL</i> standard finger battens, can be installed between each full-length batten. Finger battens must not extend more than 400mm from the sail's leach and must be attached with sticky-back sailcloth. Finger battens do not need to be <i>BIL</i> -supplied. | Yes | Yes |
| B.5.10 | Graphics, including advertising or decorative designs, can be placed anywhere on the sail if they do not cover sail numbers, the blokart logo, or the B icon. Offensive graphics shall be removed if the scrutineering or <i>race committee</i> deems them offensive. The area below the boom is reserved for event branding and advertising. Graphics do not need to be <i>BIL</i> -supplied. | Yes | Yes |

B.6 Wheels, axles, and bearings

| Rule No. | Rule wording | Applicability | |
|----------|--|---------------|-------|
| | | Prod. | Perf. |
| B.6.1 | Wheel rims must be standard <i>BIL</i> -supplied and cannot be modified. They can be painted if the structural integrity is not compromised. | Yes | Yes |
| B.6.2 | Tyres can be from any manufacturer provided the inflated diameter at 30 psi is less than 415mm. No minimum diameter is required. | Yes | Yes |
| B.6.3 | Tires may not be modified (trimmed) | Yes | Yes |
| B.6.4 | Wheels may be balanced using securely attached weights that do not need to be <i>BIL</i> -supplied. | Yes | Yes |
| B.6.5 | Wheel stubs must be <i>BIL</i> -supplied and can be straightened but otherwise should not be modified. | Yes | Yes |

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|--------|--|-----|-----|
| B.6.6 | A <i>BIL</i> Big Fork can be used to fit a rear wheel in place of the front wheel. | No | Yes |
| B.6.7 | Fiberglass axles must be <i>BIL</i> -supplied and cannot be modified except for <i>repairs</i> under B.2.1. They cannot be painted. Building up the part of the axle that fits into the frame using tape, fibreglass, or epoxy for better fit is allowed as a <i>repair</i> under B.2.1. | Yes | Yes |
| B.6.8 | Bearings shall be steel or stainless steel. Bearing seals shall be either Rubber Seal (RS) or Shielded (Z) type. | Yes | Yes |
| B.6.9 | Wheel bearings can be cleaned, but the correct seals must be retained on the bearing's outer side relative to the wheel rims. | Yes | Yes |
| B.6.10 | <i>BIL</i> Bearing Shields (hub caps) are permitted. | Yes | Yes |
| B.6.11 | When using <i>BIL</i> Bearing Shields (hub caps), outer bearing seals are not required. | Yes | Yes |
| B.6.12 | Tubeless mounting of <i>BIL</i> -supplied tyres is allowed, and the valve stem does not need to be <i>BIL</i> -supplied. | Yes | Yes |
| B.6.13 | Only <i>BIL</i> -supplied tubeless tires may be mounted tubeless; generic or non- <i>BIL</i> tire brands must not be used without inner tubes. | Yes | Yes |
| B.6.14 | For puncture protection, up to 150ml of liquid tyre sealant can be added to each inner tube or tyre. The sealant does not need to be <i>BIL</i> -supplied. | Yes | Yes |

B.7 Running rigging

| Rule No. | Rule wording | Applicability | |
|----------|---|---------------|-------|
| | | Prod. | Perf. |
| B.7.1 | Standard downhaul and mainsheet systems supplied by <i>BIL</i> must be used. A double pulley may be added to the downhaul system at the lower attachment point using a single shackle. This double pulley does not have to be <i>BIL</i> -supplied. Downhauls must only be attached to the sail's tack ring. <i>BIL</i> Ultra downhaul systems are not permitted. | Yes | No |
| B.7.2 | Downhaul systems can be modified but must not exceed a 6:1 purchase ratio. Downhauls must only be attached to the sail's tack ring and do not have to be <i>BIL</i> -supplied. | No | Yes |
| B.7.3 | Mainsheet systems may be modified but must remain physically independent from the downhaul system. The mainsheet purchase ratio must not be altered. | No | Yes |
| B.7.4 | Mainsheet ropes can be any type, but must have a nominal length of 6m, and a uniform diameter of at least 6mm. | Yes | Yes |
| B.7.5 | Cleats can be added to the mainsheet or downhaul systems. These cleats do not need to be supplied by <i>BIL</i> . | No | Yes |
| B.7.6 | A ratchet-style block can be used for the mainsheet. The ratchet block does not need to be <i>BIL</i> -supplied. | Yes | Yes |

| | | | |
|-------|---|-----|-----|
| B.7.7 | Additional <i>running rigging</i> may not be added. | Yes | Yes |
|-------|---|-----|-----|

B.8 Additional equipment

| Rule No. | Rule wording | Applicability | |
|----------|--|---------------|-------|
| | | Prod. | Perf. |
| B.8.1 | Instrumentation, indicators, and cameras are allowed and do not need to be supplied by <i>BIL</i> . | Yes | Yes |
| B.8.2 | A rear-view mirror made of shatter-proof material is permitted. | Yes | Yes |
| B.8.3 | Transponders or similar race management devices may be used if directed by the <i>race committee</i> . | Yes | Yes |
| B.8.4 | <i>BIL</i> ice blades are allowed for ice events. | Yes | Yes |
| B.8.5 | Toe-in adjusters may be used in conjunction with wheels. | No | No |
| B.8.6 | Items which increase a <i>blokart's</i> weight can be added. | No | No |
| B.8.7 | Other additional equipment, not mentioned above, may be added to a <i>blokart</i> . | No | No |

B.9 Disabled competitors

| Rule No. | Rule wording | Applicability | |
|----------|--|---------------|-------|
| | | Prod. | Perf. |
| B.9.1 | <i>Modifications</i> that follow the <i>class rules</i> can be made to accommodate a <i>competitor's</i> disability without needing approval. | Yes | Yes |
| B.9.2 | <i>Disabled competitors</i> may request exemptions to the <i>rules</i> of Section B, which must be approved by the <i>race committee</i> or <i>scrutineering committee</i> before racing. | Yes | Yes |
| B.9.3 | Exemptions will not be approved if the <i>modification</i> gives the <i>competitor</i> an unfair advantage. | Yes | Yes |
| B.9.4 | <i>Disabled competitors</i> can apply for a certificate from <i>IBRA</i> to formally approve a specific <i>modification</i> . This certificate assures the <i>competitor</i> that the <i>modification</i> is accepted by the <i>race committee</i> . The procedure for gaining the certificate is available on the official <i>IBRA</i> noticeboard at www.blokartworlds.com | Yes | Yes |

Part C – Competitor Safety Equipment Rules

- C.1 While racing, each *competitor* must wear a helmet that they determine adequately protects them from the hazards of the sport. As a minimum, the helmet will be hard-surfaced, with an energy-absorbing lining, and cover the sides and back regions of the head.
- IBRA* strongly recommends helmets that meet recognised safety standards (e.g., MIPS, EN1078, CPSC) and provide adequate protection, comfort, and clear peripheral vision. Helmets that are excessively heavy, restrict visibility, or require excessive head movement to maintain situational awareness should be avoided. Local organising committees may adopt or require additional helmet standards or certifications appropriate to their region or event conditions.
- C.2 Safety belts must be worn at all times when moving, except in ice events.
- C.3 All *competitors* must wear appropriate safety equipment or safety equipment as specified by the *Notice of Race* or *Sailing Instructions*.
- C.4 Loose items are not allowed in the *blokart* during racing.
- C.5 A *competitor* shall give all practicable help to any person in danger.
- C.6 Competitors must attend the *Briefing* if required by the *Notice of Race* or *Sailing Instructions*.
- C.7 Unattended *blokarts* must be immobilized. For example by turning them on their side.

Part D – Scrutineering

- D.1 *Blokarts* can be inspected for compliance with parts B and C before racing by the race or *scrutineering committee*. *Competitors* must present their *blokarts* as instructed and stay with them during inspection.
- D.2 *Blokarts* can be inspected at any time during the event by the race or *scrutineering committee*.
- D.3 If a *blokart* fails pre-race inspection, the *competitor* cannot start a race until the non-compliance is fixed
- D.4 If a *blokart* fails inspection during the event, the *competitor* may be disqualified (DSQ) from all previous races and cannot start another until the non-compliance is fixed.

Part E – Sailing Rules

These sailing *rules* are presented with the expectation that all *competitors* will compete within the recognized principles of sportsmanship and fair play. Your attention is drawn to our code of conduct outlined in Part A.6. In particular, *verbal abuse* and discrimination are not acceptable in our sport. A *competitor* who does not follow the sportsmanship *rules* (A.6 and A.7) risks disqualification for gross misconduct (DGM), which cannot be dropped.

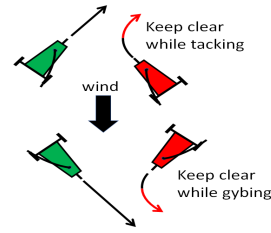
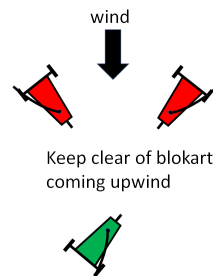
The first three sections below provide a standard set of fundamental sailing *rules* for all blokart events globally. To maintain consistency, changes should not be made to these sections for individual events.

Note: The rule wording takes precedent over the pictorials in the event of any conflict

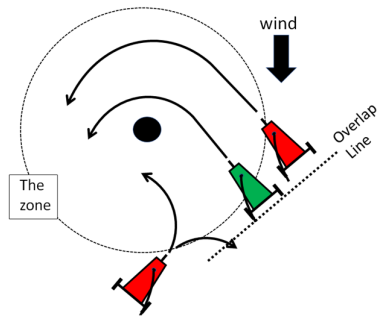
Section 1 Basic Right of Way Rules

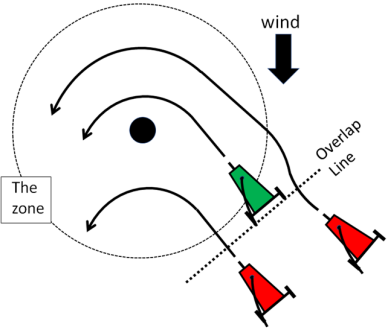
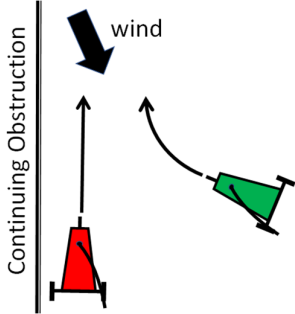
| Rule No. | Rule Wording | Pictorial |
|----------|--|---------------------|
| E.1 | Fundamental give way rule 1 Opposite Tacks <i>A blokart on port tack must keep clear of a blokart on starboard tack.</i> | |
| E.2 | Fundamental give way rule 2 Same Tack – Overlapped <i>The windward blokart must keep clear</i> <ul style="list-style-type: none"> Except a <i>blokart</i> that establishes an <i>overlap</i> from <i>clear behind</i> and to <i>leeward</i> may not sail above their <i>proper course</i>. | |
| E.3 | Fundamental give way rule 3 Same Tack – Not Overlapped <i>A blokart clear behind must keep clear of the blokart clear ahead.</i> | |
| E.4 | Fundamental give way rule 4 Avoid collisions <i>A blokart shall avoid contact with another blokart if reasonably possible. However;</i> <ul style="list-style-type: none"> a right of way <i>blokart</i> need not act to avoid contact until it is clear that the other <i>blokart</i> is not <i>keeping clear</i>; a right of way <i>blokart</i> shall not be penalized under this rule unless there is contact that causes <i>damage</i> or <i>injury</i>. | No pictorial |

Section 2 Limitations on Changing Direction

| Rule No. | Rule Wording | Pictorial |
|------------|--|--|
| E.5 | Changing course When a right of way <i>blokart</i> changes course, it shall give the other <i>room</i> to <i>keep clear</i> . | No pictorial |
| E.6 | Acquiring right of way When a <i>blokart</i> acquires right of way, it shall initially give the other <i>blokart</i> <i>room</i> to <i>keep clear</i> , unless it acquires right of way because of the other's actions | No pictorial |
| E.7 | Tacking or Gybing A <i>blokart</i> that is <i>tacking</i> or <i>gybing</i> shall <i>keep clear</i> of other <i>blokarts</i> until it is on its new <i>proper</i> course. If two <i>blokarts</i> are <i>tacking</i> or <i>gybing</i> at the same time, a <i>blokart</i> shall <i>keep clear</i> of a <i>blokart</i> on its right. |  |
| E.8 | Upwind / Downwind A <i>blokart</i> on the nominated <i>downwind</i> leg of the course shall <i>keep clear</i> of a <i>blokart</i> on the nominated <i>upwind</i> leg of the course, and rules E.1, E.2 and E.3 cease to apply. The <i>upwind</i> and <i>downwind</i> legs shall be defined before racing, either in a <i>Briefing</i> or on a course map. |  |

Section 3 At Marks and Obstructions

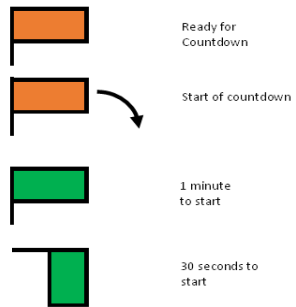
| Rule No. | Rule Wording | Pictorial |
|------------|--|---|
| E.9 | Marks and obstructions overlapped When <i>blokarts</i> on the same <i>tack</i> and <i>overlapped</i> enter the zone; <ul style="list-style-type: none"> • An <i>outside</i> <i>blokart</i> shall <i>keep clear</i> of an <i>inside</i> <i>blokart</i> • An <i>inside</i> <i>blokart</i> must sail their <i>proper</i> course around the <i>mark</i> or <i>obstruction</i>. • If the overlap is broken, the <i>outside</i> <i>blokart</i> must still <i>keep clear</i> of the <i>inside</i> <i>blokart</i>. • After passing the <i>mark</i>, this rule stops applying, but the <i>blokart</i> with right of way must still give <i>room</i> under rule E.6. At all times when <i>blokarts</i> are on opposite <i>tacks</i> , rule E.1 applies, even if the <i>blokart</i> required to <i>keep clear</i> must miss the <i>mark</i> to do so. |  |


| | | |
|------|--|--|
| E.10 | <p>Marks and obstructions – not overlapped</p> <p>When <i>blokarts</i> are not overlapped or when the <i>blokart</i> clear ahead enters the zone;</p> <ul style="list-style-type: none"> • A <i>blokart</i> clear astern shall keep clear as per rule E.3 • If the <i>blokarts</i> become overlapped or are required to <i>tack</i> or <i>gybe</i> inside the zone, a <i>blokart</i> that was clear astern shall continue to keep clear of the <i>blokart</i> that was clear ahead, even if the <i>blokart</i> that was clear astern must miss the <i>mark</i> to do so. • A <i>blokart</i> that is clear ahead shall sail their proper course around the <i>mark</i> or <i>obstruction</i>. <p>At all times when <i>blokarts</i> are on opposite tacks, rule E.1 applies, even if the <i>blokart</i> required to keep clear must miss the <i>mark</i> to do so.</p> |  |
| E.11 | <p>Continuing obstruction</p> <p>When <i>blokarts</i> are approaching a continuing obstruction the <i>outside blokart</i> shall give the <i>inside blokart</i> room between them and the obstruction. This requirement for room overrides rules E.1 and E.2 (meaning a competitor cannot be forced into the obstruction).</p> <p>The <i>inside competitor</i> must hail “obstruction” or “room” or similar, at which time the <i>outside competitor</i> must give room immediately</p> <p>If the <i>inside blokart</i> must <i>tack</i> or <i>gybe</i> in order to keep clear of the continuing obstruction, the <i>outside blokart</i> must give the <i>inside blokart</i> room to do so.</p> |  |
| E.12 | <p>Contact with a mark</p> <p><i>Blokarts</i> must avoid contact with a <i>mark</i>. If contact occurs because the <i>blokart</i> was keeping clear of another <i>blokart</i> who does not have right of way, no penalty will be given. If a <i>blokart</i> touches a finishing <i>mark</i> after the race has ended, it must return, clear any penalties under Part F, and re-finish. Note: As defined in Appendix A, a <i>mark</i> does not include any flags being flown from the <i>mark</i>.</p> | <p>No pictorial</p> |

Section 4 Other Sailing Rules

| Rule No. | Rule Wording |
|----------|--|
| E.13 | <p>Exiting a <i>blokart</i></p> <p>No <i>competitor</i> shall exit their <i>blokart</i> on the track during a race unless it is to right their own <i>blokart</i>, clear themselves from an <i>obstruction</i>, remove their own immobilised <i>blokart</i> from the course safely, render <i>assistance</i> to a <i>competitor</i> due to safety or they are directed to do so by the Race Officer/s</p> <p>A <i>competitor</i> may sail, wheel, or exit their <i>blokart</i> to remove it from the course in order to effect <i>repairs</i>. The <i>competitor</i> may not receive <i>assistance</i> to exit the course or effect <i>repairs</i>. In re-joining the race, a <i>competitor</i> must enter the course no closer than reasonably practicable to the point at which they exited their <i>blokart</i> to carry out <i>repairs</i>. The <i>competitor</i> must be seated in the <i>blokart</i> with their seatbelt fastened prior to setting off in motion. A <i>competitor</i> may not re-join the race after the end of the race has been signalled. If a <i>competitor</i> tips over after the race time is complete, they may right their <i>blokart</i> and continue racing.</p> |
| E.14 | <p>Propelling a <i>blokart</i></p> <p><i>Blokkarts</i> should move forward only by trimming the sail or pushing against the rear tyres with their hands. Competitors must not touch the ground to propel the <i>blokart</i>.</p> |
| E.15 | <p>Outside assistance</p> <p>A <i>competitor</i> may not accept <i>assistance</i> from a 3rd party while racing. Nor shall a <i>competitor</i> while not racing, provide <i>assistance</i> including verbal advise to <i>competitor</i> who is racing. <i>Competitors</i> that are racing and request <i>assistance</i> from a 3rd party may be disqualified (DSQ) from the race in which the incident took place.</p> <p><i>Competitors</i> that are not racing and provide <i>assistance</i> to a <i>competitor</i> who is racing may be disqualified (DSQ) from their previous or next race. <i>Competitors</i> accepting <i>assistance</i> under Rule C5 from another <i>competitor</i>, marshal or race official, shall not be penalized under this rule.</p> <p><i>Competitors</i> may provide <i>assistance</i> to disabled <i>competitors</i>, or to right a capsized <i>blokart</i>, provided it is safe to do so, and the <i>competitor</i> is not advantaged. <i>For example; a competitor may not be given a push start.</i></p> |
| E.16 | <p>Completing the course</p> <p>A <i>competitor</i> will not be considered to have progressed in the race until the <i>marks</i> are rounded in the correct order in accordance with the course defined at the race <i>Briefing</i>.</p> |

Section 5 Race Procedures

| Rule No. | Rule Wording | Pictorial | | | | | | | | | | | | | | | | | | |
|----------|---|------------------------------|----------------|------|---|-----------------------|--------------------|---|----------------------------------|---------------------|---|-------------------|------------------------------|---|---------------------|------------------------------|---|------------|--------------------|--|
| E.17 | Starting procedure The <i>rules</i> for starting a race will be as follows (may be modified by the <i>sailing instructions</i> , <i>notice of race</i> , or <i>Briefing</i>); | No pictorial | | | | | | | | | | | | | | | | | | |
| a) | At the race start, there is no overlap <i>zone</i> for start cones, and rules E.9 and E.10 do not apply. If the start line is used as a timing gate on subsequent laps, normal overlap rules apply. Timing equipment may be treated as an <i>obstruction</i> , in which case rules E.9, E.10, and E.11 apply. | No pictorial | | | | | | | | | | | | | | | | | | |
| b) | Competitors must be stationary in the designated start area or grid before the preparatory signal. | No pictorial | | | | | | | | | | | | | | | | | | |
| c) | Competitors may only cross the start line in the race direction towards the first <i>mark</i> . | No pictorial | | | | | | | | | | | | | | | | | | |
| d) | If a <i>competitor</i> is over the start line when the start is signalled, they must return to the dial-up side by sailing around the end of the line, without interfering with other <i>competitors</i> . They are not considered to have started until they cross the line in the direction of the first <i>mark</i> after the signal. If the start line is part of the course on subsequent laps, the <i>competitor</i> is deemed to have started on their first full lap after the signal. | No pictorial | | | | | | | | | | | | | | | | | | |
| e) | <p>The start sequence shall be as follows:</p> <table border="1"> <thead> <tr> <th></th><th>Audible signal</th><th>Flag</th></tr> </thead> <tbody> <tr> <td>1</td><td>Prepare for countdown</td><td>Orange flag raised</td></tr> <tr> <td>2</td><td>Start of 2 or 3 Minute countdown</td><td>Orange flag lowered</td></tr> <tr> <td>3</td><td>1 Minute to start</td><td>Green flag raised vertically</td></tr> <tr> <td>4</td><td>30 seconds to start</td><td>Green flag held horizontally</td></tr> <tr> <td>5</td><td>Race Start</td><td>Green flag dropped</td></tr> </tbody> </table> <p>Audible signals override other signals; failure of visual or verbal signals are not grounds for redress.</p> | | Audible signal | Flag | 1 | Prepare for countdown | Orange flag raised | 2 | Start of 2 or 3 Minute countdown | Orange flag lowered | 3 | 1 Minute to start | Green flag raised vertically | 4 | 30 seconds to start | Green flag held horizontally | 5 | Race Start | Green flag dropped |  <p>Ready for Countdown</p> <p>Start of countdown</p> <p>1 minute to start</p> <p>30 seconds to start</p> |
| | Audible signal | Flag | | | | | | | | | | | | | | | | | | |
| 1 | Prepare for countdown | Orange flag raised | | | | | | | | | | | | | | | | | | |
| 2 | Start of 2 or 3 Minute countdown | Orange flag lowered | | | | | | | | | | | | | | | | | | |
| 3 | 1 Minute to start | Green flag raised vertically | | | | | | | | | | | | | | | | | | |
| 4 | 30 seconds to start | Green flag held horizontally | | | | | | | | | | | | | | | | | | |
| 5 | Race Start | Green flag dropped | | | | | | | | | | | | | | | | | | |

| | | |
|----|---|---|
| f) | <p>Other Race signals</p> <ul style="list-style-type: none"> • Black flag – race abandoned or general recall • Red flag – Individual recall (optional) • Orange flag – race shortened and warning for start of countdown • Chequered flag – race finish |  |
|----|---|---|

Part F – Penalties

F.1 If a *competitor* breaches the sportsmanship rules (A.6 or A.7) and the protest is upheld, the *protest committee* may impose penalties appropriate to the severity of the offence. These may include a verbal warning, time penalty, disqualification (DSQ), disqualification for gross misconduct (DGM), or expulsion from the event. Details of the incident must be reported to the *IBRA* Committee, which may impose further penalties, including temporary or permanent bans.

Note: A *competitor* protested under the sportsmanship rules may not retire from the race (RAF) to avoid penalty.

F.2 Competitors who break the rules in Parts B, C, or E (except E.16 and E.17d) may be disqualified (DSQ) by the *protest committee* after a protest. Race officers can disqualify *competitors* for breaking the rules in Part C and E.14, E.15, E.17b, and E.17c without a hearing, but *competitors* can request redress if they think the race officers made an error. Scrutineers can also disqualify *competitors* for breaches of Part B.

F.3 Competitors can correct a breach of the sailing rules (Part E) by making a 360° turn after the incident but before finishing, except for rules E.13, E.14, E.15, E.16, E.17b, E.17c, and E.17d (which cannot be exonerated). If a *competitor* still gains a significant advantage after taking the penalty, they must retire from the race.

F.4 If a *competitor* does not return to the pre-start side of the line as required by E.17d, they will be scored as “On Course Side” (OCS). Note: OCS only applies to *competitors* who do not pass through the start line on subsequent laps.

F.5 A *competitor* who does not complete the course as per E.16 will be scored “Did not finish” (DNF) by the *race committee* or by the *protest committee* if protested by another *competitor*.

Part G – Protests and Redress

Section 1 – Protests

- G.1 To protest another *competitor*, you must call out 'Protest' at the time of the incident if possible, giving the other *competitor* an opportunity to exonerate themselves as per rule F.3.

If a Race Official intends to protest for a breach of the Code of Conduct, they must inform the *competitor*, giving them a chance to back down and apologise, which may be considered in determining any penalty. Competitors who believe they have been disadvantaged by an error or omission by a *race official* should submit a request for redress, rather than lodging a protest against the official.

- G.2 If pursuing a protest, the *protestor* must complete a protest form (Using the form in Appendix E). The rule or instruction allegedly infringed must be clearly stated. The protest form must be submitted to a race officer or designated person with 1 hour after the race ends.
- G.3 A protest fee, if specified in the *sailing instructions*, may be required when submitting a protest form. The fee will be refunded if the protest is upheld. *Race officials* submitting a protest in their official capacity are exempt from paying this fee.
- G.4 The *protestee* will be notified of the protest as soon as possible and given the protest form. They may then choose to retire from the race (RAF).
- G.5 A mediation meeting will occur before a full hearing with all involved parties and a *protest committee* representative, who will:
1. Listen to the *protestor's* account of the incident.
 2. Listen to the *protestee's* account of the incident.
 3. Explain the relevant *rules* and potential outcomes of a full hearing.

At this time the *protestor* may withdraw the protest, or the *protestee* may choose to retire from the race (RAF).

- G.6 The *protest committee* shall convene as soon as practicable and;
1. Confirm the protest is valid.
 2. If valid, the *protestor* explains their view of the incident and can be questioned by the committee or *protestee*.
 3. The *protestee* then explains their view and can be questioned by the committee or *protestor*.
 4. The *protestor* may call witnesses one at a time, who all parties can question.
 5. The *protestee* may call witnesses, one at a time, who all parties can question.
 6. Both sides summarise their cases before leaving the hearing.
 7. The *protest committee* reviews the evidence, lists the facts, makes conclusions, applies the relevant *rules*, and delivers a final decision, which cannot be appealed.
 8. The committee will also determine if redress is warranted, as per section G.8.

Section 2 - Redress

- G.7 To request redress, submit a redress form within 1 hour of the race or 30 minutes after results are posted, whichever is later. Redress may be requested if a *competitor's* finishing place was worsened through no fault of their own due to:
- A mistake or omission by a race official.
 - A disadvantage caused by another *competitor* breaking a rule in Part E.
 - Assisting another *competitor*.

When submitting the form, a fee may be required, which will be refunded if redress is granted. See Appendix F for the form and submit it to the race officer or designated person

- G.8 The *protest committee* will hear the redress request as soon as possible. If granted, the redress may include:
- Average points for the race, calculated from the series average, including dropped races.
 - A time adjustment.
 - Awarding the actual place the *competitor* would have achieved without the incident.

Part H – Scoring

H.1 The following scoring abbreviations shall be used for recording the circumstances described:

- DNS Did not start, or come to the starting area
- OCS On the course side of the starting line at the starting signal, broke rule E.17d
- DNF Did not finish; Came to the starting area but did not finish
- RAF Retired After Finishing
- DSQ Disqualification (other than DGM)
- DGM Disqualification for gross misconduct (cannot be excluded under rule F.1)
- RDG Redress given

H2. Low Point System

| Finishing Place | Points |
|-----------------------|-------------|
| First | 1 |
| Second | 2 |
| Third | 3 |
| Fourth | 4 |
| Fifth | 5 |
| Each Place thereafter | Add 1 point |

H.3 Competitors scored as OCS, DNF, or RAF will receive points equal to the number of *competitors* who started their race plus one.

H.4 Competitors who did not start (DNS) will receive points equal to the number of *competitors* entered in their race plus one.

H.5 Disqualified *competitors* (DSQ or DGM) receive points equal to the number of *competitors* entered in their race plus two.

H.6 If a *competitor* is disqualified (DSQ, DGM) or retires (RAF) after finishing, others finishing below will move up one place.

H.7 Redress adjustments affect only the score of the *competitor* granted redress unless the *protest committee* decides otherwise.

H.8 To break a tie, compare competitors' race scores from best to worst. The competitor with the better score at the first difference wins. If still tied, use the last race score, then next-to-last, and so on, even using excluded scores if needed.

Appendix A Definitions

Assistance

Any action (physical or verbal) by another party intended to aid a *competitor*.

Blokart

The complete assembled *blokart* including the chassis, wheels, mast, sail, pulley whip.

Blokart Chassis

The *blokart* frame with wheels, axles, and steering bar, but excluding the mast, sail, Pod (if fitted) and pulley whip.

Blokart International Ltd (BIL)

The manufacturer of the *blokart* and its accessories, *BIL* also hold the patent and trademark on the *blokart*.

Briefing

A verbal update given to *competitors* on *rules* and course details during an event.

Class

A category defined by Part B *rules*, either Production or Performance.

Clear behind / ahead

A *blokart* is considered 'clear behind' when its front wheel is behind an imaginary line drawn across the rearmost points of the rear wheels of the *blokart* ahead. In this case, the other *blokart* is considered 'clear ahead'.

Competitor

An individual registered for racing and in control of the *blokart*

Continuing Obstruction

Continuing obstructions are an *obstruction* that cannot be rounded or passed with a minor change in course or take a considerable amount of time to pass.

Damage

Changes to a part's function due to impact or wear.

Disabled Competitor

A *competitor* with a recognised disability or medical condition supported by a medical certificate.

Division

A grouping within a *class* based on weight, ability, age, or other criteria for race management

Downwind

Sailing in the same direction as the wind. A downwind leg is a course segment nominated by race officials where normally the *blokart* sails with the wind.

Gybe (or jibe)

Changing *tack* by turning *downwind*. A *blokart* is gybing from the point it turns *downwind* until it is on a new *proper course*.

Inside Blokart

A *blokart* is the *inside blokart* when it is positioned between another *blokart* and a *mark* or *obstruction*, and their courses are converging or they are *overlapped*.

International blokart Racing Association (IBRA)

The governing body of blokart racing, the *IBRA* operates under the 2014 *IBRA* Agreement to which the four founding associations signed.

Keep Clear

A *blokart* is considered to be keeping clear if it does not make contact with another *blokart*, and the right-of-way *blokart* does not need to change course to avoid a collision.

Leeward

Positioned *downwind* of another *blokart* on the same *tack*.

Mark

A mark is any object that *competitors* are required to round as part of the course. A mark may also be considered an obstruction or a *continuing obstruction*. Flags flown on a mark are not considered part of the mark.

Modification

An alteration to a part that is not a *repair* due to impact or deterioration.

Notice of Race

A document issued by race or event organisers detailing the event's dates, venue, entry requirements, fees, and *classes*.

Obstruction

An obstruction is anything that a *blokart* cannot safely sail over, would cause it to stop under normal conditions (e.g. soft sand), or is designated as an obstruction in the race instructions

Outside Blokart

A *blokart* is the *outside blokart* when another *blokart* is positioned between it and a *mark* or *obstruction*, and their courses are converging or they are *overlapped*.

Overlapped

Blokarts are considered overlapped when they are on the same *tack* (with the wind coming from the same side), and the front wheel of the trailing *blokart* is ahead of an imaginary line drawn across the rearmost points of the rear wheels of the *blokart* in front.

Port Tack

When the wind hits the left (port) side or the sail is on the right (starboard) side of the *blokart*.

Principal Race Officer (PRO)

The lead official ensuring races follow *rules*, notices, and instructions. Different classes may have separate PROs.

Proper Course

The fastest route a *blokart* would sail to finish without other *blokarts* present.

Protest Committee

A committee made up of experienced *competitors* to deal with protest and redress situations. Generally, the committee shall be made up of at least 2 members, with no interest in the outcome of the protest, and no strong affiliation with the *competitors* involved.

Protestor

A *competitor* who lodges a protest

Protestee

A *competitor* being protested.

Race Officers

Officials other than the *PRO* who assist in managing races under the *PRO*'s direction.

Race Officials

The individuals responsible for overseeing the fair and safe conduct of an event. This includes, but is not limited to, the *Principal race officer (PRO)*, *Race committee* members, scrutineers, event marshals and any other appointed officials with authority to enforce *rules*, make decisions, or impose penalties.

Race Committee

A group of officials responsible for determining course setup, and providing race requirements and instructions to the *Principal race officer (PRO)*.

Repair

Fixing a *damaged* part to restore its original function.

Room

The space a *blokart* requires in the prevailing conditions to manoeuvre promptly and competently, while fulfilling its obligations under Part E of the *rules*.

Rules

The current *IBRA* Rule Book and any amendments from *Sailing instructions*, Notices of Race, or *Briefings*.

Running Rigging

A control system that is adjustable while in motion and designed to control the sail or mast. For clarity the only allowable *running rigging* systems are the main sheet and the downhaul.

Sailing Instructions

A document issued by the race or event organisers outlining the event schedule, *Briefing* and racing locations, venue specific *rules*, and other information that *competitors* require to compete at an event.

Scrutineering Committee

The committee responsible for ensuring all *blokarts* are compliant with Part B & C of these *rules*.

Significant Deformation

Permanent deflection of more than 2mm in any part of the *blokart* chassis.

Standing Rigging

Rigging that is non-adjustable whilst in motion, such as a mast or pulley whip.

Starboard Tack

When the wind hits the right (starboard) side, or the sail is on the left (port) side of the *blokart*.

Tack

Changing direction by turning into the wind until on a new *proper course*.

Upwind

Sailing against the wind direction. An upwind leg is a course segment nominated by race officials where normally the *blokart* sails into the wind.

Verbal Abuse

The act of forcefully criticizing, insulting, or denouncing another person - characterized by underlying anger and hostility.

Windward

Positioned *upwind* of another *blokart* on the same *tack*.

Zone

The area within 20 metres surrounding a *mark* or *obstruction* (or other distance as specified by the *notice of race* or *sailing instructions*)

Appendix B – Aid to Learning Rules (sail stickers)

Sail Stickers Placement:

- Place the “Keep Clear” sticker on the same side as the blokart logos.
- Place the “Right of Way” sticker on the right-hand side of the sail.

How to Use:

1. Check which sticker is on the side the wind is hitting.
2. If it says “Keep Clear,” you must *keep clear*.
3. If it says “Right of Way,” you have the right of way.

Q: How do I know which side the wind is blowing on?

A: It’s usually the concave side or the side where the battens curve away.

These stickers are a guide only and apply only to rule E.1

KEEP CLEAR

If the wind is blowing on this side of the sail, you must keep clear.

RIGHT OF WAY

If the wind is blowing on this side of the sail, you have right of way.

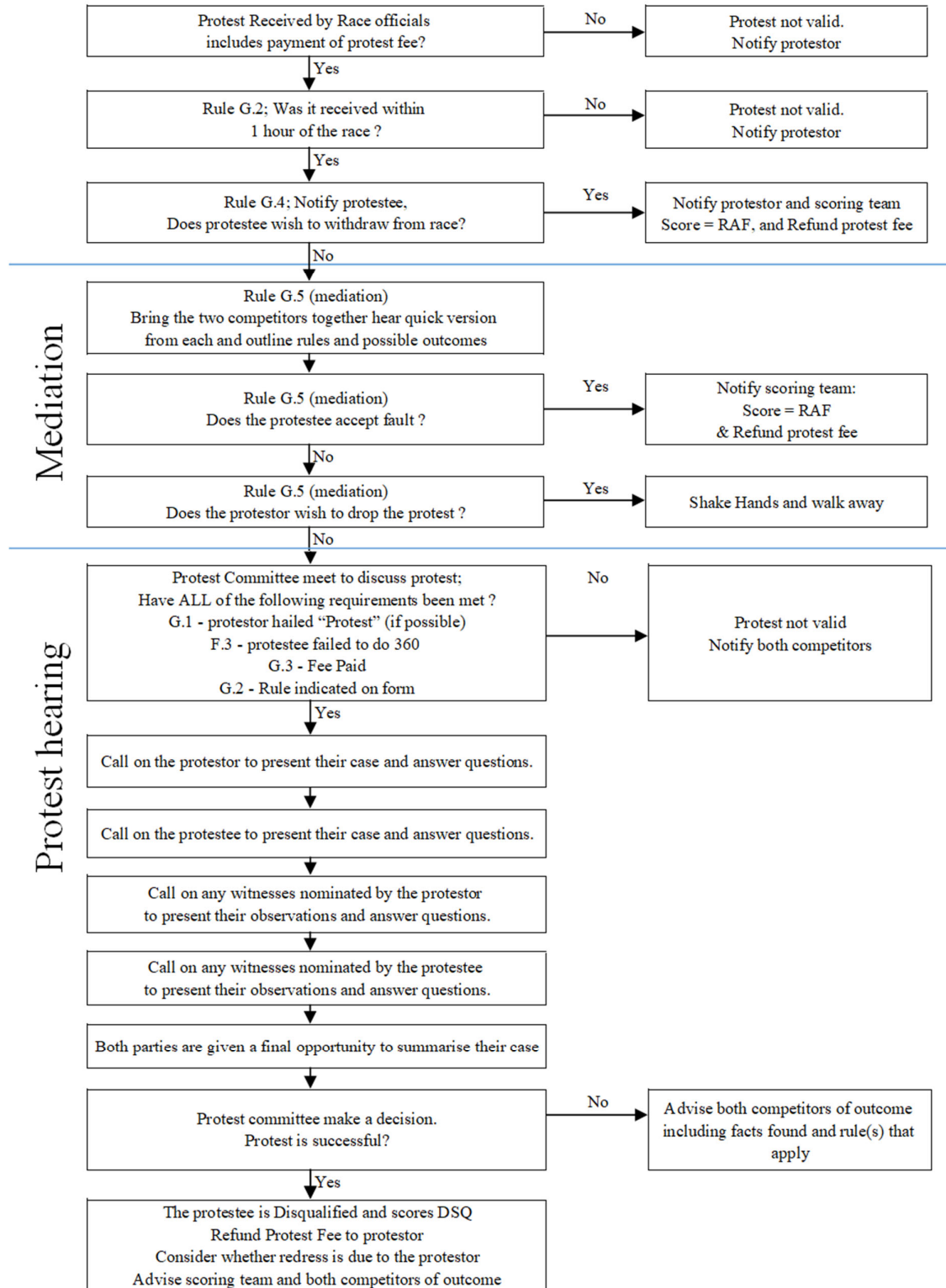
Appendix C – Scrutineers Check List – Example

This table is provided as an example only. In the event of any inconsistency, the rules in Parts B and C take precedence.

| SAILOR CLASS | | | PASS / FAIL | | |
|--|--|-------------|---|--|-------------|
| Highlighted yellow denotes that item is NOT permitted in production class, but is permitted in Performance | | | | | |
| Part B Section 1 - General | | | Part B Section 6 – wheels, axles and bearings | | |
| Rule | Prompt | Pass / Fail | Rule | Prompt | Pass / Fail |
| B.1.1 | <i>BIL</i> parts to be used unless nominated | P / F | B.6.1 | <i>BIL</i> Rims to be used | P / F |
| B.1.2 | All parts to be sanctioned by IBRA | P / F | B.6.2 | Tyre size less than 415mm at 30psi | P / F |
| B.1.3 | Parts or mods not mentioned are not permitted | P / F | B.6.3 | Tyres not modified | P / F |
| Part B Section 2 - General | | | B.6.4 | Balancing weights to be secure | P / F |
| Rule | Prompt | Pass / Fail | B.6.5 | <i>BIL</i> Stub axles to be used | P / F |
| B.2.1 | <i>Repairs</i> must not affect function | P / F | B.6.6 | <i>BIL</i> Big fork may be used | P / F |
| B.2.2 | <i>Repairs</i> and <i>modifications</i> must be safe | P / F | B.6.7 | <i>BIL</i> Fibreglass axles, unpainted | P / F |
| B.2.3 | Adhesive tape etc can be used for fit | P / F | B.6.8 | Bearings to be steel or SS only | P / F |
| B.2.4 | “Shadow”, “Deuce” or “Katalyst” parts | P / F | B.6.9 | Bearings may be cleaned | P / F |
| Part B Section 3 - Frames | | | B.6.10 | <i>BIL</i> Bearing Shields (Hub Caps) may be used | P / F |
| Rule | Prompt | Pass / Fail | B.6.11 | Outer bearing seal not needed with shields | P / F |
| B.3.1 | <i>BIL</i> chassis / strut position not modified | P / F | B.6.12 | <i>BIL</i> tires may be fitted tubeless | P / F |
| B.3.2 | <i>BIL</i> POD can be used | P / F | B.6.13 | Non <i>BIL</i> tires must have tubes | P / F |
| B.3.4 | Foot bar can be lowered by 35mm max | P / F | B.6.14 | Up to 150ml of sealant can be added per tire | P / F |
| B.3.5 | Chassis can be painted | P / F | Part B Section 7 – Running rigging | | |
| B.3.6 | <i>BIL</i> safety belt & buckle must be used | P / F | Rule | Prompt | Pass / Fail |
| B.3.7 | Cleat & pulley mount points can be added | P / F | B.7.1 | Production main sheet / downhaul unmodified | P / F |
| B.3.8 | Graphics must not be offensive | P / F | B.7.2 | Modified downhaul permitted with max 6:1 | P / F |
| B.3.9 | Padding can be added for safety | P / F | B.7.3 | Modified Main sheet system permitted | P / F |
| B.3.10 | Leg straps removed only if POD used | P / F | B.7.4 | Main sheet rope minimum 6mm, non-tapered | P / F |
| B.3.11 | No bracing of chassis | P / F | B.7.5 | Cleat for mainsheet or downhaul can be added | P / F |
| B.3.12 | No <i>significant deformation</i> | P / F | B.7.6 | Ratchet block permitted | P / F |
| Part B Section 4 <i>Standing rigging</i> | | | B.7.7 | No additional <i>running rigging</i> | P / F |
| Rule | Prompt | Pass / Fail | Part B Section 8 – Additional equipment | | |
| B.4.1 | Fibreglass masts and booms <i>BIL</i> , unpainted | P / F | Rule | Prompt | Pass / Fail |
| B.4.2 | Ultra and carbon masts <i>BIL</i> , unpainted | P / F | B.8.1 | Instrumentation, indicators, cameras | P / F |
| B.4.3 | 100mm max of tape on mast tops | P / F | B.8.2 | Rear view mirror to be "unbreakable" | P / F |
| B.4.4 | Masts in correct order | P / F | B.8.3 | Transponders to be fitted as directed | P / F |
| B.4.5 | Mast crane installed correctly | P / F | B.8.4 | <i>BIL</i> Ice blades for ice events only | P / F |
| B.4.6 | Pulley whip length ≥350mm | P / F | B.8.5 | Toe-in adjustors not to be used with wheels | P / F |
| B.4.7 | <i>BIL</i> Mast protectors can be used | P / F | B.8.6 | No weights to be added | P / F |
| B.4.8 | No mast or boom stiffeners | P / F | B.8.7 | No equipment not mentioned to be added | P / F |
| B.4.9 | Mast or boom not glued | P / F | Part B Section 9 – Disabled competitors | | |
| Part B Section 5 - Sails | | | Rule | Prompt | Pass / Fail |
| Rule | Prompt | Pass / Fail | B.9.1 | <i>Modifications</i> allowed within the <i>rules</i> | P / F |
| B.5.1 | <i>BIL</i> Sails to be unmodified | P / F | B.9.2 | <i>Modifications</i> to be approved | P / F |
| B.5.2 | Sails can be <i>repaired</i> but not recut or re-sewn | P / F | B.9.3 | No <i>Modification</i> that gives an advantage | P / F |
| B.5.3 | <i>BIL</i> battens thickness and length can be reduced | P / F | B.9.4 | IBRA Modification certificate for Disability | P / F |
| B.5.4 | Sail batten tensioners to be installed correctly | P / F | | IBRA Certificate number: | |
| B.5.5 | <i>BIL</i> Tensioners can be used | P / F | Part C – Competitor safety rules | | |
| B.5.6 | Batten tensioner webbing straps not modified | P / F | Rule | Prompt | Pass / Fail |
| B.5.7 | 150mm Sail Numbers as directed | P / F | C.1 | Helmet to meet IBRA standards | P / F |
| B.5.8 | Tell tails not effecting sail integrity | P / F | C.3 | Safety equipment as directed | P / F |
| B.5.9 | Max 2x400mm finger battens between battens | P / F | C.4 | No loose items in <i>blokart</i> | P / F |
| B.5.10 | No offensive Graphics. Must not cover logos | P / F | | | |

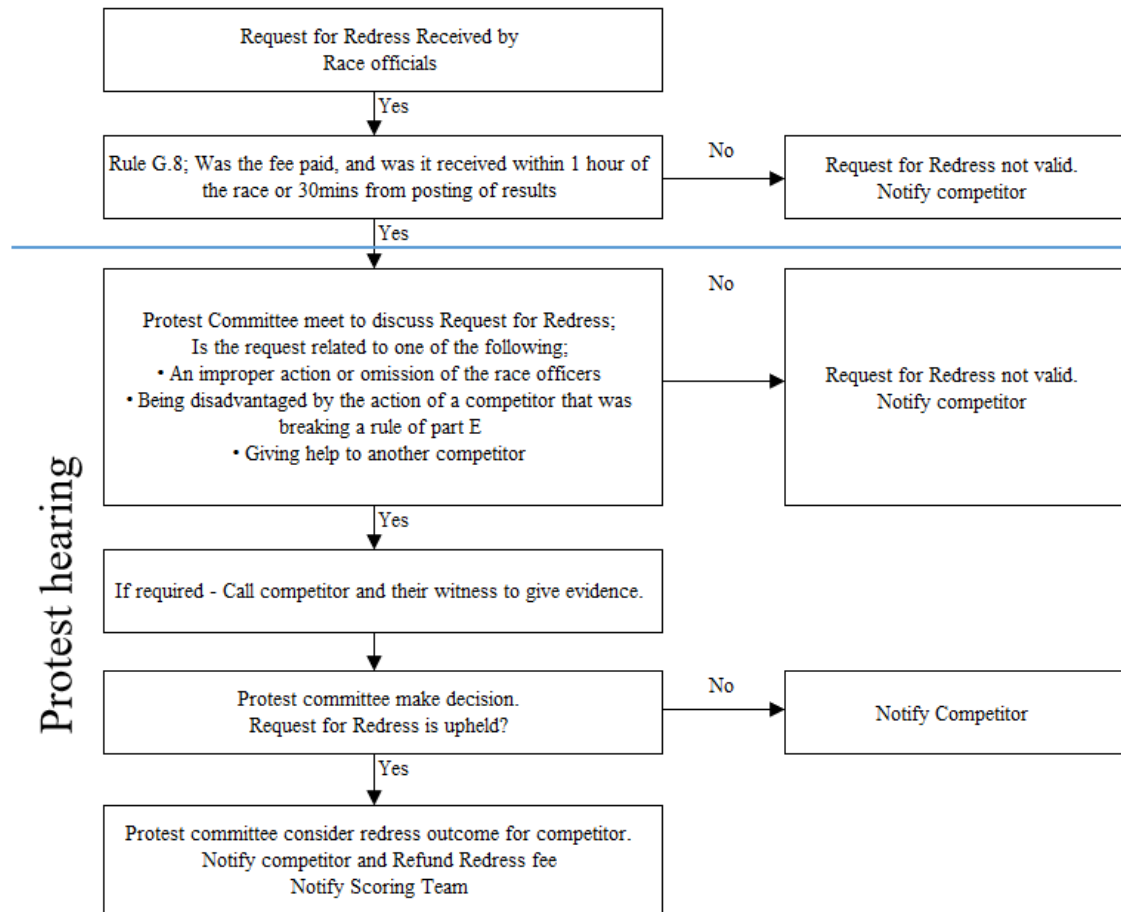
Appendix D1 – Protest Procedure Flow Chart

This flow chart is provided as a guide only. In the event of any inconsistency, the rules in Parts F and G take precedence.



Appendix D2 – Request for Redress Flow Chart

This flow chart is provided as a guide only. In the event of any inconsistency, the rules in Parts F and G take precedence.



Appendix E – Protest Form

Event..... Date.

Competitor Details (*Protestor*)

Name..... Sail / pulley whip #.....

Protested *competitor* (*Protestee*)

Name..... Sail / pulley whip #.....

Relevant Race Particulars

Division..... Race / Heat number

Rule Contravened:

Protestor's description incident:

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Witness Name:

Diagram of incident

(Indicate wind directions, marks, *obstructions*, other *competitors* etc.)



For official use only

Time at End of Race

Time Received

Payment Received

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By

Protest Hearing - For official use only

Facts Found

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Decision

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Changes to Scoring:

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| <i>Protest Committee Names</i> | <i>Signed</i> |
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Scoring Updated

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By:

Appendix F – Redress Form

Competitor requesting redress

Name.....Sail / pulley whip number.....

Relevant Race Particulars

Division..... Race / Heat number

Request due to (tick one)

- ☐ An improper action or omission of the *race officers*
- ☐ Being disadvantaged by the action of a *competitor* that was breaking a rule of part E
- ☐ Giving help to another *competitor*

Position given by the results

Position I believe I came / would have come

I request the following redress (tick one)

- ☐ Average points for that race, being the average at the end of the series of all races including those dropped.
- ☐ A time award
- ☐ Actual place that the *competitor* would have achieved had the incident not occurred.

Note: What type of redress given is up to the protest committee. The above is a request only.

Describe request / incident:

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Witness Name(s):

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For official use only

Time at End of Race

Payment Received

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Time Received

By

Redress Hearing - For official use only

Facts Found

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Decision

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Changes to Scoring:

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| <i>Protest Committee Names</i> | <i>Signed</i> |
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Scoring Updated

☐

By: