

European Blokart[®] Association

Blokart[®] One Design Race Handbook



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Introduction

The intention of this handbook is not to have a separate set of rules than those of the *International Blokart Racing Association's* (IBRA). The rules are as closely as possible identical to the IBRA rules. The differences are purely due to the differences of venues and type of races.

The handbook does have the intention to give a working tool on how to organize races from start to finish. It will help those organizing races and will give an equal playing field to all competitors (see part A – One Design Class Intention).

We do realize that some rules cannot be applied due to venue specific or other reasons. So that is why it is always possible to deviate from them as long as rule A.4 is not infringed.

We hope this handbook will help everybody (pilots and race organizers alike) to enjoy their sport even more.

Part A – One Design Class Intention

- A.1 This handbook is to provide blokart sailors with a common basis within affiliated clubs under which local, national and international events will be run.
- A.2 Local clubs are encouraged to adopt these rules for local racing to minimise the impact on members when they participate in state, national, or international events, however, they may vary these rules as they see fit for local competition.
- A.3 The *European Blokart Association* (EBA) and 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 sailors under two divisions, Production and Performance (see equipment rules part B).
- A.4 All rules in this handbook are mandatory. All race organizations are free to have amendments or changes to these rules as long as these amendments or changes have been announced in the *Notice of Race* (NOR) at least 1 month prior to event.

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	
		Prod.	Perf.
B.5	General		
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.6.2.bis	Foot bar need not be of BIL supply	NO	YES
B.6.3	Standard foot bars maybe lowered by 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

Rule Nr	Description	Applicability	
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	Sail battens may be altered to reduce thickness.	NO	YES
B.8.5	Performance batten adjustors may be used	YES	YES
B.8.5.bis	Specific Exclusion: Batten tensioning straps may be modified	NO	NO
B.8.6	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.8.7	Sail numbers may be the blokart chassis number or club racing number.	YES	YES
B.8.8	Sail numbers must be a minimum height of 150mm.	YES	YES
B.8.9	Race officials of the event may decide on an alternative kart numbering method.	YES	YES
B.8.10	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.8.11	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

Rule Nr	Description	Applicability	
B8.12	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 may be modified. Main sheet ropes need not be of BIL supply.	NO	YES
B.10.4	A cleat may be used for the main sheet. Cleats need not be of BIL supply	NO	YES
B.10.5	A ratchet style block for the main sheet. Ratchet blocks need not be of BIL supply	YES	YES
B.10.6	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

Rule Nr	Description	Applicability	
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.11.8	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 or the EBA 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.
- C.6 All competitors competing in class A (see part I.2) events shall be registered with the EBA

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

When not racing the basic rules mentioned in the blokart owners manual (p18 & 19) apply!

Basically they are :

1. *Head on*
When two blokarts are approaching each other head-on, each sailor must turn right
2. *Give Way*
When two blokarts are converging, the sailor which has the other on the right must give way
3. *Overtaking*
Keep well clear of the blokart being overtaken

During a class A (see I.2) race on track or other area the following rules apply

These rules can be split up into 4 parts :

1. E.1 – E.6 general rules
2. E.7 – E.16 sailing on the course rules
3. E.17 – E.20 mark rounding rules
4. E.21 – E.25 starting rules

Terminology used :

- **Overlap** : 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.
- **Obstacle** : any object on the course that does not belong or cannot be removed. Animals, pedestrians, the sea, a mark, a capsized or stopped blokart, rocks,... are considered obstacles
- **Turning point** : consists of a mark and mark zone. A mark must be at least a flag, preferably with minimum one extra cone. The mark zone is a zone of 5 metres (or other distance as specified by the race committee) surrounding the mark. The mark zone is preferably indicated with extra cones or visual markings on the ground.
- **Start box** : rectangular zone in front of the start line being one long side of the rectangle.
- **Leg** : the part of the course between two marks.

General 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 EBA/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 No sailor shall exit their blokart during a race unless directed to do so or to render assistance to a competitor due to safety.
- E.5 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.
- E.6 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

Sailing on the course rules :

- E.7 A blokart must keep its proper course.
- E.8 When blokarts are on opposite tacks, give way to the right.
- E.9 When blokarts are on the same leg, tack and overlapped, a windward blokart shall keep clear of a leeward blokart.
- E.10 When blokart are on the same tack and not overlapped, a blokart clear behind shall keep clear of a blokart that is clear ahead.
- E.11 When two blokarts are head on, both blokarts will veer to the right.
- E.12 After a blokart passes head to wind, it shall keep clear of other blokarts until it is on its proper course. If two bokarts are tacking at the same time, the blokart on the left shall keep clear of the blokart on the right.
- E.13 When a right of way blokart changes course, it shall give the other room to keep clear.
- E.14 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 others actions.
- E.15 A blokart cannot force another blokart upon a obstacle. A blokart approaching and unable to clear an obstacle without fouling or endangering another blokart may call for 'room' to clear the obstacle. The signalled blokart shall give room and if necessary tack or gibe. The signalling blokart should do the same.
- E.16 Blokarts sailing on the grass (or off the course) have no rights.

Mark rounding rules :

- E.17 Inside overlap takes precedent over give way to the right within the mark zone
- E.18 When blokarts are in the mark zone a blokart that has inside overlap in the mark zone may hail “room” and pass the mark in a sportsman like manner taking no more room that is necessary to pass the mark safely. Any blokart overlapped on the outside shall give the inside blokart room to do so. After passing the mark 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 E.8 (give way to the right) ceases to apply until such time as both blokarts are outside the mark zone.
- E.19 When a faster blokart approaches a slower blokart within the mark zone it shall pass only on the outside, if in doing so the blokart establishes an inside overlap for the next mark it shall be entitled to room to pass the mark as per rule E.17
- E.20 Blokarts turning around a mark outside the mark zone have no right of way on blokarts in the mark zone.

Start box rules :

- E.21 All marks indicating the box cannot be considered as turning marks or obstacles!
- E.22 Prior and during the last 10 seconds of the start procedure all sailing rules apply.
- E.23 During the last 10 seconds of the start procedure it is not allowed to stand still or change course in the start box. The only way to leave the start box is through the start line.
- E.24 Under no circumstance is it allowed to cross the side lines of the start box.
- E.25 A competitor who crosses the start line early must re-cross the start line from the prestart side, however, a blokart returning to the prestart side must keep clear of all other blokarts and go around the outside of the box (crossing the start line in the wrong direction is an infringement and will result in disqualification for that race) . A competitor will not be considered to have started the race until the start line is crossed after the starting signal.

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 competitor an opportunity to take a penalty 360° turn.
- F.2 If the allegedly offending competitor does not take a penalty 360° 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 last race of the day.
- F.3 The protesting competitor must pay any fee defined in the sailing instructions (NOR) 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 forfeit the race (counted as a DNS in the scoring) or complete the remainder of the protest form in order to defend the action.
- F.6 During 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.

Part G – Penalties

- G.1 Infringement to start box rules (E.23 & E.25) will result in disqualification for that race.
- 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 otherwise will record a DNF.
- G.3 A competitor who touches or allows his/her blokart to touch a course mark while rounding it must perform a 360° turn as soon as practical.
- G.4 A competitor may take a penalty and exonerate a breach of the sailing rules by executing a 360° turn as soon as practical after the incident, except of a breach of Rule G.2
- 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

Part H – Redress

- H.1 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
- H.2 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.
- H.3 The points scored by other blokarts shall remain unaltered (ie: there could be 2 x 4th places or similar)
- H.4 Written request for a redress must be given to any member of the race committee as soon as possible after the incident.

Part I – Race Organization

I.1 Terminology

An Event : e.g. National Open, European Championships

A race : one race of an event

Series: all the races of an event

I.2 Events (class A)

National Open Blokart events will be a minimum of 2 days racing. This is the only event that can appoint a national title.

European Championships must be a minimum of 3 days racing.

Number of races to have an official event (class A event) is 3 races. A maximum number of races is 20.

All these events must be run with transponders.

The format must be around the 'cans' (marks) sailing with an as technical as possible course setting with a minimum of 3 marks when possible (an upwind-downwind course can have only 2 marks, as an upwind-downwind course is uberhaupt technical). So no slalom races, no freestyle, no long distance races.

The date should be known at least 6 months prior to the event. The Notice of Race (NOR) should be available 3 months prior to the event. Anybody (club, individuals,...) wanting to organize a class A event must send in an application to the EBA. This application should include date, transponder system used, venue, name of race director,...

Results of class A events should be provided to the EBA.

All other events are class B events (club races, slalom races, youth races...) and do not fall under EBA/IBRA ruling.

I.3 Races

Start procedure should be 2 minutes (up to maximum 3 minutes depending wind conditions)

Box rule should always apply.

Duration of races should from 5' (track) to maximum 15' (big beach). Course should be set in such a way that a minimum of 2 laps can be sailed in the set time. If this is not possible then or the course is too big or the wind is too low...

Time limit (maximum time after the race time) should be half the race time. After this time racing stops on condition more than 75% of the fleet has finished within the time limit (e.g. 5 minutes in a 10 minute race, not including start procedure). If not, race is cancelled. All pilots who do not succeed to finish their race in this time limit are accredited a ETL (see I.4).

Low wind conditions. Except for the min 2 laps in the set time all the following are guidelines. If 75% of the fleet makes the first mark without scuffing, the race continues. After 75% of the race time has elapsed (e.g. 7,5 minutes in a 10 minute race) a race cannot be stopped but can be shortened (last registered lap counts).

I.4 Scoring and results

Low point or bonus point systems should apply. If not specified in the notice of race, low point system will apply

Low point system : first has 1 point, second has 2 points, third 3 points etc.

Bonus point system : first has 0 point, second has 2 points, third 3 points etc.

The winner of a event is the pilot with the least points.

Scoring abbreviations :

DNC : did not compete; did not come to the starting area

DNS : did not start (other than DNC)

DNF : did not finish

DSQ : disqualified

OTL : out of time limit

For DNS and DNF the points are number of starters in that race + 1

for DNC and DSQ the points are the number of competitors + 1

and for a OTL the points are number of finishers in that race + 1

Discards :

A discard is a race than can be dropped from the scoring. These are always the worst races from the series. The first discard is after 4 races. Every next 6 races one more discard.

E.g. 5 races = 1 discard; 10 races = 2 discard; 13 races = 2 discards; 20 races = 3discards

Series tie :

If there is a series-score tie between two or more blokarts, each blokarts race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favor of the blokart(s) with the best score(s). No discards shall be used.

If a tie remains between two or more blokarts, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied blokarts' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

I.5 Classes and Categories

Class A events must have production and performance classes. Production and performance should not race together. If all weight categories of the same class sail together you can have an overall result for that class. In all other cases not, this means you cannot create an overall result based on points.

Weight categories must be respected as much as possible. A minimum of 5 competitors is needed to have a separate class. In case a class has not enough competitors the organization can relocate borderline cases.

Pilots should be weighted without shoes, empty pockets and in light clothing.

E.g.1 : middle weight has 4 competitors, heavyweight has 12 competitors and 3 of them weigh around 85 kg... The organization has the right to relocate those 3 pilots to middleweight to even the field.

E.g.2 : Only 1 flyweight... that pilot is relocated to lightweight

Weight categories are

Up to 55 kg	flyweight
From 55 up to 70 kg	lightweight
From 70 up to 85 kg	middleweight
From 85 up to 100 kg	heavyweight
From 100 kg	One ton

I.6 Notice board

The organization should provide a Notice Board. This board is used to publish results, protest , remarks concerning scrutineering or anything that concerns the racing.

I.7 Race committee

Every race organization should have a 'Race Director', a 'Jury' (preferably odd in numbers), a 'Scrutineer' and a 'head of Marshalls'. These people should be announced in the NOR or the latest announced on the Notice Board so competitors know whom to address in case of questions or remarks. In smaller organizations one person can exercise one or more of these functions.

I.8 Start procedure

Visual signal (red flag) will always prevail on all other signals.

All other signals (sound, countdown clock,...) are secondary to the flag signal.

Time 🕒	Flags 🚩	Sound 📢	Remarks
Prior to the 2 minutes	Red flag risen		No sailing (...)
2 minutes	Red flag down	–	Start of dialup
1 minute		–	
10 seconds	Red flag risen	• (every second*)	Start of box rule
0 seconds	Red flag down	–	Start of race

- Long sound signal
- Short sound signal

*optional

I.9 Flags

The organization should provide at least the following flags. Any deviation in these flags should be in the NOR.



Red flag : no sailing on the course or start racing when lowered in starting procedure



Chequered flag : end of race for the pilot that crosses the finish line when this flag is shown



Green flag/yellow stripe : briefing, all pilots come to the race director



Yellow/blue flag : this flag is risen just after the start when there are early starters. Pilots must not be informed individually.



Green flag : duration of race is reduced



Yellow flag : racing is cancelled

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:

Draw Diagram:

Appendix 2 – Ice Blokart

exceptions on the rules during ice sailing :

C.2 : Wearing safety belts is not safe when ice sailing. The organization of an ice blokart event should clearly state in the NOR if wearing them is allowed or not!

The use of transponder system is not obligatory (technically not possible as ice blades will cut transponder line).