



CALGARY KART RACING CLUB
("CKRC")



An ASN Canada FIA Affiliated Club

Supplemental Regulations & Club Procedures

Sanctioned by ASN Canada FIA
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INTRODUCTION

The CKRC operates its own facility at 12740 68 St SE Calgary, South of Race City Motorsports Park (RCMP). We have a sublease on this land from Race City though the 2015 season, at the end of which any leasehold improvements become the property Race City. However the City of Calgary is currently planning to reclaim the land from the leaseholder (Race City) at the end of the 2011 season. We are actively searching in association with other organizations for land to build a new facility on.

The 1.1 kilometre (3/4 mile) track is nine meters wide with up to 11 turns. The specific track configurations that will be used for events this season will be posted on the club's website (www.ckrc.com) and with the event supplemental regulations.

The CKRC is affiliated with ASN Canada FIA as sanctioning body. Race days are run according to the current ASN Canadian Karting Sporting and Technical Regulations available at www.asncanada.com. In accordance with rule 1.3 d of the Sporting Regulations they have been modified as follows for club events. These rules and procedures evolved over the last 20 years. Our supplemental club rules were aligned with those of the Edmonton and District Kart Racing Association in 2003 in order to promote intra-provincial racing, and most major differences were highlighted. NOTE when racing in Edmonton always check the EDKRA and Event Supplemental Rules, normally available at www.edkra.ca.

Club members without email are encouraged to notify their class reps (contact info at www.ckrc.com) so that they may be called by phone for schedule and other updates.

FEES (All fees include GST and may be adjusted midseason)

Full Senior Annual Club Membership (includes 2010 track pass)	\$500
Full Junior Annual Club Membership (includes 2010 track pass)	\$400
Mid Season Membership after July 15 2010 (Includes 2010 track pass)	\$375
Additional Family Member to an <u>adult</u> pass	
(Includes voting rights & track pass for minor's spouses and dependents only)	\$50
Annual non racing membership (no pass not eligible to race)	\$ 50
Annual Non Member Practice Pass – must sign day membership form	\$375
Friends of CKRC (website access, no voting privileges)	Free
1 Race day Membership (cannot accumulate towards annual membership).	\$ 50
Race Entry Senior \$ 85 Junior \$65 Additional Entry (Same Driver) (2 nd class) Senior \$ 40 Junior \$40	
Late registration add \$ 10 Track Pass – 1 day	\$50

*See page 20 for Practice Regulations. In brief: Only 12 karts allowed on the track at any time and no competitive driving or passing. No onsite ambulance / first aid is required for these sessions. The practice supervisor may choose to further restrict the number of karts to six or less and not allow any passing at their discretion.

RACE DAY TIMETABLE

This schedule is a target for club championship races on our own facility at Race City and will be adjusted as necessary. Be sure to check event supplemental regulations for any changes. Because of the increase in attendance, practice time on race day has been severely curtailed; the club will make every reasonable effort to have the facility open for test and tune on the day preceding a race.

See specific event supplemental regulations for a more detailed schedule, the race formats will be varying this season and the schedule will be modified to suit

7:30 AM	<u>Gates Open</u>
8:00- 9:00	<u>Registration.</u> Late entries may be charged an extra \$10 and will be placed at back of the grid for all preliminary heats & qualifying unless prior arrangements are made. Pre technical self declaration to be submitted with registration..
8:45 – 09:00	Marshall's, Grid Marshall's & Medic's briefing by the Steward and CoC
09:00- 09:15	Drivers briefing (All Drivers)
09:15- 09:20	Incident Marshall's briefing (Junior 1 and Mini Max classes only)

The first class of the day grids for practice (grid order posted in Event Supplementals)

9:30 AM	Race Director Opens track for practice: first class of day on track
12:15 – 12:45 PM	30 min break for volunteer officials' lunch
12:45 – 16:00 PM	<u>Racing Resumes</u> – heats / pre finals and finals
	<u>Results / Trophy Presentations</u> 15 minutes after racing ends

The race track will be closed to all activity at the end of racing. The track may be reopened by a club practice supervisor after the trophy presentation
-OPERATING UNDER CLUB PRACTICE PROCEDURES-

If it rains the schedule may be delayed / amended as necessary.

GRID ORDER

See the specific event supplemental regulations for the order of classes. The order in which classes compete will be rotated so that each class takes a turn at the start and end of the day.

STREET VEHICLES ON THE TRACK

The paved track surface is only for safety inspected race vehicles and emergency track response vehicles. At no time should street vehicles be allowed on the track without the express permission of the club executive or track maintenance / race day committees & managers. When it is necessary to use pickups etc in the race track area they should stay as far away from the edge of the asphalt as possible so as not to damage the track edge especially near the driving line.

CLUBCLASSES

Each year the CKRC recognizes certain classes according to their participation level the preceding year (see New Class Eligibility on page 17 of these supplemental regulations).

Class	License	Age	Weight(lbs.)	Engines Regulations	Dry Tires Gas	Note
Junior I Honda Micro Max*	C, D, E	8-11 8-10*	235 235*	Honda GX 160 K1. ASN Rules 0.500" intake restrictor No Go *Micro Max Main Jet 125 Pilot Jet 60/60 Floats 3.6 gram	YKC Standard YHC Premium*	1, 11
Junior 2 Honda	C+, C	11-15	291	Honda GX 160 K1 (5.5 hp). ASN Canada Junior Rules	YKC Standard	1
Junior max (J3)	C	13-15	320	Rotax Max Junior, Canadian RMC rules	D2 Premium	1, 2, 3 ,4, 9,10,11
Mini max	C+, C	10-13	290	Rotax Mini Max Canadian RMC Rules	YKC 4.5F 6.0 R Premium	1,3,9,
Senior 4stroke	A, B+, B	15+	350	Briggs Animal. Current IKF or WKA Rules – if running methanol	YKC, Or Equivalent	1,5
Open (non – shifter)	A, B+, B	15+	As Class Requires	Any other non shifter kart engine	YKC or HG1 Standard / Premium	6,7, 8
Shifter (open shifter)	125cc A 80cc B+ DD2 B	15+	385 385 385	Any single cylinder engine up to 125cc with more than one gear.	YKC or D2 Standard / Premium	
Senior max	A, B+, B	15+	364	Rotax Max,	D2 Wet Open	1, 3,
				Canadian RMC Rules	Premium	8

DRY Tires: YKC = Bridgestone YKC, HG1= Maxxis HG1, D2 = Mojo D2 WET Tires: brand of tires not specified in any class

- 1 Extended rear bumpers are mandatory (1) **Mandatory only for WCC Events**
- 2 With the permission of the executive entrants may compete in Junior 3 until they are no longer eligible to race in Junior Max under the RMC regulations. Drivers of other Junior Classes must conform to ASN Regulations.
- 3 Plugs for RMC Denso IW Series NGK BREIX Series. For club series racing, legal spark plugs will also include; NGK BR8EG, BR9EG, BR10EG
- 4 Rookies in the Junior Max must use the Mini Max restrictors at the 320lb weight. This requirement ends at the same time as their rookie status.
- 5 Equivalent tires (unaltered kart racing tires that are no Softer than YKC by manufacturer spec) are allowed (durometer reading \geq 58)
- 6 As per CKRC open class rule page 19 of these supplemental regulations, minimum license determined by club technical delegate. Contestants must provide a current official set of engine tech rules and class weight from a recognized sanctioning body if their engine is not in the ASN Technical Regulations. Minimum weight to be displayed on the front fairing.
- 7 Reed engines by ASN ICA rules, rotary engines by ASN FA rules.
- 8 Senior Rotax Max class will be split into two grids (one class) if there are more than 34 entrants
- 9 Junior max & Mini max may be run as one class, if deemed necessary by the CoC & Steward, they are not expected to share the track except under warranted conditions
- 10 This club class was formerly 'Junior 3' with a minimum age of 12, in order to align more closely with National classes the

minimum age will normally now be 13. Young drivers who are significantly overweight for the Mini max class may race in Junior max at the age of 12 as before only with written approval from the club executive.

11 Junior 1 Tire YHC may be used until such time as the driver can lap under 1 minute then they must swap to YKC as per ASN

CKRC SUPPLEMENTAL REGULATIONS:

These rules are supplementary to the current ASN Canada FIA Sporting and Technical Regulations. As per rule 1.3 d and 1.6, these Club Regulations take precedence.

RULE UPDATES: Updates shall come into effect when published in newsletters, made available at registration, published on the club website (www.ckrc.com) or issued with Event Supplementary Regulations

BOOK1-SPORTING REGULATIONS Competitors are reminded to acquaint themselves with rules 1.4 & 1.5 in their entirety.

1.8 c The Steward and/or club executive may if necessary appoint and license an official on the day. If appointed on the day the official is considered licensed and should receive a hard copy of the same as soon as practical.

2. b) Non driving “Entrants” do, but must be registered and approved as an “Entrant” by the club Executive.

not need licenses or credentials at club events
4.3 First time 125 cc shifter racers may also obtain a club A license by successfully completing a mandatory Shifter Driver Training Program administered by the CKRC or other ASN affiliated Karting organization. License grade B+ required for Reed & Rotary engines in the Senior Open (non shifter) class.

4.7 a) Option age for Junior I/ Junior II in 4 stroke club racing– a driver who turns 11 during the calendar year of competition may race as either a Junior I or Junior II that year. Once a junior competes at the Junior II level they may not race again in Junior I without the permission of the club, and in such case they may be required to return to Junior I for the remainder of the calendar year. A junior driver who attains the age of 12 during the calendar year of competition may continue until the end of the season in Junior I. A junior II /III driver that starts the current calendar year season may continue to race until the end of the season in that class beyond the upper age limit as long as they do not turn 17 before 31st December.

In “Junior max” the option year is twelve – meaning that the driver must have their thirteenth birthday before the end of the calendar year in order to compete in the class that season. In “Mini max” as per the Canadian RMC regulations, a junior who turns 13 on or before December 31 may race in Mini Max that year.

Age breaks redefined in 2010: Please consult ASN Canada FIA Book 1 Sporting Regulations 4.3 page 6

4.9 b There is no additional fee for a club license (it is included in the membership fee).

4.16 Mechanics may be required to present their licenses. If their home club has not instituted a mechanics license program this may be waived. All drivers must present a valid license upon request by an official AND during registration.

4.17 CKRC club licenses are valid from April 1 to March 31 of the following year.

5.4. At non event practices drivers may wear (at minimum) an abrasion resistant jacket and full length abrasion resistant pants although a full race suit should be their first option. At race events a driver’s suit is required as per the ASN rule. A driver’s suit is required for Test & Tune at Edmonton Club events.

5.7. Participants driving on the track during a race event without having completed the Pre Technical Inspection Form are subject to penalty.

At Registration, each participant must submit a fully completed CKRC Pre Technical Inspection Self Declaration form (available at www.ckrc.com and at Registration).

Karts will only be registered after all forms are submitted and fees paid.

A kart may not enter the track without being registered at an event.

5.9 ASN identity patches on driver’s suits are not mandatory at club events.

7.3 The medical team used need not be provincially certified. The CKRC may continue to invite a volunteer service provided by St. Johns Ambulance care to every club championship event, and may make a suitable donation to that organization. An alternate service providing the same or higher levels of service may also be used. The CKRC track is located within City limits, response time from the City ambulance service is less than 15 minutes. A map of city hospitals and emergency facilities has been produced and is available at the track and will be on the website (www.ckrc.com). In the event that the first aid service is not available as prearranged, or by other situations of force majeure this shall not necessarily stop racing activities; we shall only continue after ensuring first aid treatment is available through:

- o a clean dry first aid post and suitable first aid kit
- o family members of racers who are Doctors, Registered Nurses and/or people certified in first aid,
- o and ultimately the fast response time of the City of Calgary Ambulance Service.

9.1 Entries may be made after time trials have begun on payment of the late entry fee. An entrant may be permitted to race without practicing or qualifying, providing they can prove that they have competed at the circuit on 3 previous occasions. Late entries will normally run at the back of the grid for the Pre Final whatever the qualifying times, unless prior arrangements are made with the person in charge of registration. See 11.3a for relief driver policy.

9.3 Failure to pay outstanding fees or fines within thirty days, or at the next club race event which ever comes sooner may result in disqualification (exclusion).

9.5 In the case of junior drivers who have submitted a completed current year Parental (Legal Guardian) Consent Form AND Junior Participant waiver (One copy held by the Club Secretary/Manager the driver need not submit one at every race. It is accepted by the driver and guardians that this submission covers all CKRC Events.(Both forms should have the annotation "ALL ASN SANCTIONED EVENTS" where marked (Description and location of scheduled event(s) (the EVENT) (This does not cover National sanctioned events or events held at other circuits)

9.9 b) ENTRY FEE REFUNDS: On the day of the event a competitor, upon proving a case of Force Majeure, may be reimbursed up to 50% of the race entry fee amount if they withdraw from a race. In order to qualify for this reimbursement they must not have been excluded nor completed any competition or racing laps (i.e. being scored or timed by lap scorers). No refunds will be given to any competitor if they complete one or more competition or racing laps, or after the day of the event. If a competitor is not eligible for a refund then if they are eligible as a CKRC member they will receive race day points, scored after those members who completed more laps.

9.11 The late entry fee for club events is defined with the table of club fees in this manual. The fee for missing the driver's briefing may be waived

10.1 c). Event supplemental regulations need not repeat any of the information listed in this paragraph that is already covered in these supplemental regulations and the ASN Sporting code. The official notice board is on the west fence of the pit and pre grid area. Event Supplemental Regulations and additional information will be posted on the paddock side of the fence and or inside Registration building. Grid orders and lap times may be posted on either side to facilitate entrant's being gridded correctly.

10.3 a),b),c) With a track length of over 1100m and a width of 9m, at the discretion of the steward and CoC, up to 50 karts may be allowed on the track at a time (1201m tracks allowed up to 60).

10.6. Of the sign boards only the 'Last Lap' and 'Race Restart' are required for the starter. Only the "1 MINUTE" board may be required for the pit steward.

10,8b CKRC scores races by transponder scoring. Competitors are reminded to mount transponder as per ASN Canada FIA Technical Regulations (8.31).

10.8.c). The AMB TransX 160 timing system will normally be used, and may have no manual backup. (If a driver fails to ensure his transponder is fitted he will not be timed and will receive last position points only regardless of finishing position) Racers are always to line up at the scales in the order that they took the chequered flag in case there was a timing system failure. After the chequered flag there should be no passing and Yellow flag procedures should be followed.

10.8.d. Due to manpower constraints, results may not always be signed or have a posting time when put on the official notice board, nor do we guarantee posting within the time lines of this paragraph. These results can also act as notice of Penalty when posted within the time limits

10.9 The Clerk of the Course may also alter the race length, which is normally set out in the event supplementals.

10.12 e) In club races unauthorized passing of the finishing line after the chequered flag MAY result in a fine.

10.14. The first sentence shall be replaced with: "The organizer shall provide suitable scales." (When not in use to check classes as they come off the track the scales will be available to individual competitors throughout the event). Should the original scales fail during the course of an event the Stewards may designate a suitable replacement as the official scales. During Karting events after exiting the track karts may be driven across the dashed portion of the white line marking the end of the pre grid area to approach the scale, coming to a stop and shutting off the engine a minimum of three feet before the scale. After which they are to be pushed onto the scales. Anyone who drives onto the scales will be subject to a financial penalty. Failure to pay the penalty will result in exclusion from the event. When not weighing in (after practice sessions etc) karts and engines must be stopped before the white line at the south end of the pre grid area. Failure to comply may result in financial penalties. Drivers may bring disabled karts to the weigh scales after an event with or without the help of officials – they must not add weight to the kart in the process.

10.15. In addition to this rule noise shall normally be limited to 92 dB, measured 4' above the ground, 100' away from the loudest point on the track, using the "A" slow weighting scale. Random sound checks may be conducted according to the ASN Canada method with a handheld digital sound meter. The 95 dB measurement to be taken in the pits with the kart on a stand and the engine at maximum load with the meter approximately three feet away at 45 degrees to the exhaust outlet (as per ASN Canada FIA standards).

11.3a). Relief or replacement drivers will be allowed after the driver of record has completed one racing lap (note qualifying laps do not count). Any Club Championship Points earned then go to the driver of record. Relief driver must have attended the daily drivers meeting or have read the notes as posted on the board.

11.3e) When running a qualifying/pre final/final format, qualifying will normally be a five minute session for each class with individual qualifying order being decided at random or by order of arrival at the grid area. Check for updated qualifying procedures in the event supplemental regulations and as posted on the official notice board. Karts may enter the pit and rejoin the track when safe to do so as per modification to rule 11.12b below

11.4a) Novice/rookie drivers start at the back of the grid (not by their qualifying time) until they have completed three races. If there is more than one Novice/Rookie in the field they will line up at the back of the grid according to their qualifying times.

11.6a). On the opening lap a driver may start from the pits after the entire field still running has taken the green flag and passed the pit exit and receive full credit for that lap as if they had taken the green with the rest of the field. A driver may also be considered a starter and receive points if they start safely after the first lap has been completed

11.8 Para 4) A large cone beside the track and/or a painted line across the track will designate the formation line.

11.9a) Check event supplemental regulations or drivers meeting for updated rolling start procedures. CKRC May or May not use an acceleration line in its rolling start procedure.

11.11a) The start signal shall either be the waved green flag or when the starting light system is in use for rolling starts when the Red light is turned off.

11.12b) Karts may rejoin the track after entering the pit lane when safe to do so.

11.13c) At the CKRC facility the start line may not be at the same place as the finish line. The normal place to stop in a red flag situation will be the finish line on the pit straight unless another place is designated at the driver's briefing.

11.15 & 11.16 The CKRC will use the club championship point system as shown under Race day Format and Procedures on page 15 of this manual; we do not use ASN Canada FIA Points System.

11.18 Unless directed otherwise by the race officials on a given day, those responsible for Junior 1 drivers and those assisting drivers with physical handicaps may assist them onto the scales when necessary, they may not approach before the driver reaches the scales.

12. The Black flag alone will not be chosen and displayed by the starter, CoC or corner marshals to signify the end of a session. If the starter or CoC choose to end a session for reasons other than an accident using the chequered flag they may instruct the grid marshal to stop work being performed on karts as they return to the pits.

The blue flag will only be shown to competitors about to be lapped. The blue flag with Red Cross will not normally be used unless at a National event and indicated so at the drivers briefing.

Read the driving instructions under rule 14.2 and particularly the penalties applied under rule 14.2 d. for ignoring the blue flag when being lapped.

13.2 When warming engines in the paddock the kart must be securely contained with the rear wheels off the ground. All necessary precautions must be taken to ensure that a kart cannot accidentally or otherwise move under its own power. For the safety of the General Public and other members Karts MUST not be warmed up whilst being pushed on a Kart stand to the Pre Grid. Karts may be warmed up on the stand once inside the Pre Grid area.

14.1 b). Drivers are responsible for exiting the pits safely and will be penalized as necessary. The pit exit official and/or signals are not required at club events, but if they are in attendance they are to be obeyed implicitly. When an entire grid enters the track the two columns of karts may enter the track simultaneously with the white blend line separating the two (i.e. pole sitter leads down one side of the line and the off pole takes the other side.) There should be no crossing of the blend line by any kart at any time.

14.1 o) When safe to do so, drivers only may effect minor repairs to their karts whilst on the course. Drivers may have assistance to effect minor repairs from their mechanic if the Kart is brought back to the Hot pits.

16.5 The Tech Area may not always be covered or completely isolated from onlookers due to time and equipment constraints. Any competitor who wants complete privacy during tech may be required to wait until all other engines are teched. If the club technical delegate does not have the ASN specified tools available for tech suitable substitutes may be used in their place, or the competitor may be required to provide the official ASN approved tools in order for their engines not to be excluded. Any out of town competitor's engine that is impounded and not teched the day of the race will be shipped, at the club's expense, to the most convenient destination serviced by Greyhound (or other carrier as selected by the club).

16.13 The Clerk of the Course/Race Director does not necessarily need to be located at race control.

With respect to rules 17 through 20: An entrant may request the presence of their class rep, should they be readily available during any dispute with race or club officials. Those officials may then choose to utilize the class rep to clarify the rules to the entrant at their convenience.

18.3 The suspension period for late payments may be waived at the discretion of the Steward or club executive.

19.4 –19.5 Time limits for written protests at club events shall be increased from 15 to 30 minutes.

19.13 a). The fee for protesting a kart under section 19.4 shall be reduced to \$75 from \$250 protest of on track conduct is \$250. All financial penalties that may be applied in accordance with violations to the Sporting Regulations will not normally exceed a race day entry for a first offence, and should also be applied in reference to the ASN Canada FIA standard Karting penalties guidelines.

In any class that has a light and heavy division or weight breaks between engine packages or has more than one eligible minimum weight for any reason racers must identify and display their correct minimum weight to officials at registration, pre race tech and scales. A driver wishing to compete in the heavy division of any class who does not have that weight posted on their kart will be excluded from the heavy division points. Drivers in heavy divisions should make sure that the scale inspector passes them at the heavier weight (if they fail the heavier weight they may still be eligible for points in the light division of the class).

Book2–TECHNICAL REGULATIONS

3.1, 3.2, 3.3, 4.1 The technical passport documentation, as described may not be enforced in its entirety due to manpower restrictions. This does not permit the entrant to use extra engines, chassis or tires beyond those specified. Sealing of engines as described may also not be enforced due to manpower restrictions – this does not permit changes or adjustments to the engines which would otherwise be sealed without approval from the technical delegate.

3.3 a. Repairs and changes may be made without being required to start at the back of the grid so that those competitors with spare engines do not have a further disadvantage at club events and as long as the regulations allow.

3.4 Entrants may share equipment as necessary to promote competition at the club level.

4.1 Pre Race Technical Inspection will be by rule 4.1 unless otherwise stated in Event Supplementals. The club may choose whether or not to issue tech stickers or to rely on the registration process and scoring to ensure compliance with equipment safety. Registration personnel will keep charge of the Pre Technical Inspection Self Declaration Form and make it available to the Technical Delegate / Inspectors as necessary. In addition random Pre Race Technical Inspections will be routinely performed by officials on an entire class throughout the season.

4.3 The club may choose not to require Rotax entrants to submit their engine serial numbers etc at registration or on the pre technical entry form.

5 Note: Rule 5 in its entirety may not be applied or it may be modified due to manpower restrictions

5.1. There will be no penalties applied according to this rule unless the club is enforcing paint marking rules and it has been mentioned at the driver's meeting.

7 h) Junior 1 karts modified I as per 8.15 below

8.1 a) & b) Chassis that meet the criteria of 8.2 in the opinion of the CKRC Technical Delegate are deemed legal

8.4. Cadet karts are allowed in the Junior 1 class and Micro Max class only, and must meet the minimum dimensions as listed in the ASN Canada FIA Technical Regulations for Honda Cadet and Novice classes and Micro Max class. Any Cadet karts raced in prior seasons that do not meet these specifications may be raced in 2010 only with the permission of the Technical Delegate and only at club meetings.

8.4 d Maximum width in senior 4stroke classes is the same as senior 2 stroke classes

8.15 In Junior 1 where cadet karts are permitted all karts may use rear wheel/tires that meet the specifications for the front wheels applies to both wet and dry tires (this modification specifically applies to rule 7.h for Junior 1. Senior 4stroke karts may use a maximum rear wheel width of 215mm. There are no pure novice classes in CKRC club events – and no special consideration for novice karts.

8.20. Batteries are considered ballast and should not be mounted on bumpers or side bars.

8.21. A properly mounted floor pan, shall be considered as a part of the primary structure of the kart with regard to the attachment of the fuel tank.

8.23. A Chain oiler is permitted in endurance races. Maximum capacity 8 fl. oz.

8.26. Number panel rules may not be strictly enforced to allow for sponsor's decals etc. It is the competitor's responsibility to ensure that numbers are clearly visible to scoring at all times – failure to do so may result in scoring errors that can not be protested. Drivers with disabilities may, with the permission of the club executive, use blue number panels with white numbers. No two members should have the same assigned number in classes that can possibly be combined on the track, so that the officials have flexibility in combining classes. In case of dispute the driver who has seniority in his class has choice. Numbers that are not renewed are reserved for one year unless the club is notified that the reservation rights are waived. Numbers are assigned to club members by the club manager. The option to run number "1" is available only to current class champions (winner of the class the previous year). Three digit numbers if used must start with the number 1

8.29. Seat belts and driver restraint systems may only be used by individuals who can show written permission from ASN Canada FIA.

9.1 SPEC TIRES – Generally all karts must use either Bridgestone YKC or in Max and Junior Max the Mojo D2. The senior 4 stroke class is allowed to use any unaltered production kart racing tire that is no softer than the spec Bridgestone tire (by Manufacturers spec and durometer test). In the senior Open class the permissible tires include Bridgestone YKC, Maxxis HG1 and Mojo D1 & D2

Modifying any tire in any way has serious safety implications. The CKRC discourages any chemical treatment of tires, but has no way to police competitors when away from the track. In classes using spec tires, any competitor found to have tires softer than the norm will be subject to exclusion by the Steward and Technical delegate. Cleaning of tires of with a heat gun is allowed. Cadet & Junior 1 karts are allowed to run commercially available “front” size kart tires on the rear wheels

9.2 a & b All classes may replace one front and one rear tire for the final race whether or not they are “worn” out (must not exceed the limit of 6 tires per event).

9.3 There are no spec wet tires in CKRC club racing in 2010, the wet tires specified in Canadian RMC regulations may become the spec tires for Rotax classes in 2011 or beyond. In order to allow the use of older tires the requirement to use only one set of wets will not apply.

11.2.a Due to the dusty nature of the CKRC home track air filters in place of intake silencers are allowed at the home facility (does not apply to Rotax Max classes). At all times the technical consideration will be that noise limits are maintained (applies to all

2 stroke engines). Noise checks will be made throughout the year with a Radio Shack digital noise meter according to ASN procedures. These noise regulations also apply at all Practice sessions. All CKRC members are hereby empowered and encouraged to help enforce these noise limits at any session when the facility is open to the public.

29.1 This update shall serve as the notice required in the supplemental rules for all club events. The SPEC GAS STATION is the Flying J Shell station at 11511 40 St SE in Calgary (Across Barlow from the Deerfoot Casino) open 24/7. Note: the pumps here use one common hose for all grades of fuel – be sure to flush the hose out with the correct grade before drawing your fuel. If this gas station is closed the spec gas station will become the 24 hour Esso station at 3200 Glenmore Tr. SE. The spec sample will be taken from the highest even numbered working pump on the self serve side of the spec gas station. All other classes are to use the grade of fuel listed in the table on page 5

29.2 Spec Rotax engine karts (Max, Max Junior, Mini Max & DD2) must use premium unleaded fuel from the source specified above. All other 2 stroke classes will run on either Standard or Premium unleaded drawn from the spec gas station.

The Digatron fuel meter will be set at -75 in Cyclohexane. The competitor's mixed gas and oil must read zero or negative to be legal (+1 is illegal). This rule does not allow the use of performance additives, only gasoline and oil may be used.

29.3 Lubricant oils and testing fuel mixtures: For Rotax karts using spec gasoline the fuel must register +/-10 points on the Digatron meter after that meter has been zeroed on that gas and Motul Kart Racing 2T mixed at 30 cc oil per litre of gas (approx. 33.3 :1)

It is strongly recommended that you use the specified oil or check that your chosen oil meets these specs under all likely ambient weather conditions. You are warned that some gas/oil mixtures will change in reading relative to the specified mixes used to zero the meter. A mix that measures legal in cool air in the morning may be illegal in the heat of the afternoon. "Old" fuel bought for previous weeks racing may not pass the fuel test and if they fail would be considered illegal fuel and the competitor would be subject to exclusion. Spec fuel samples, used to zero the meter, will be taken the day before or more usually the morning of the race.

As we are measuring against a standard oil mix it is not required that the competitor state the brand of oil used on their entry form or technical passport. If fuel is to be checked by the ASN method as described in paragraph 16.3 of the ASN Technical Regulations it will be so bulletined in the Event Supplementals. With this method of testing the allowable range on the Digatron Fuel tester will be +/-10 points relative to the spec mixture as describe in 19.3 (above)

At CKRC events the 4stroke spec gasoline will be: Regular unleaded gas for the Honda GX 4 stroke engines and TKM K4S and premium unleaded for all other 4 strokes running on gasoline. No race fuel is allowed, fuel must be sourced from the spec gas station specified in rule 19.1 above

It is mandatory that all competitors use fuel from the specified fuel station.

The fuel used to zero the meter, will be taken the day before, or more usually the morning of the race from the highest odd number working pump for regular fuel (Junior Honda GX engines) and from the highest even number pump for premium fuel. (All samples will be taken from the self serve side of the station)

Note: the pumps here use one common hose for all grades of fuel—be sure to flush the hose out with the correct grade before drawing your fuel.

RACE DAY FORMAT, PROCEDURES AND SCORING

Unless stated otherwise in the Event Supplemental Regulations the format for club races will be qualifying ,pre final and final. The final lap sign will be shown to the leader of the race when they are just commencing the final lap. This number of laps will be published in the Event Supplemental Regulations. The Rotax Max (senior) class will split the grid at 35 or more entries; if there is not an even number of karts the larger grid shall be the slower half of the grid – the top two finishers of the B pre final will start at the back of the A pre final. The winner and second place finisher of the B final will start at the back of the A final grid.

CLUB CHAMPIONSHIP POINTS:

We will be experimenting with different race formats again in 2010, and therefore the precise method of awarding points may vary. All races whatever the format will be weighted at the same 200 potential points to the winner in order to make all races count equally toward the championship.

In the past the winner of the final has been awarded 200 points plus the number of CKRC members racing in the class. This will be modified in 2010 – to award some points for each section of the event. IF a competitor wins all sections (e.g. qualifying, pre final & final) they would receive the same number of points (200 plus the number of competitors) as before. This modification is to ensure tighter competition for the club championship and to reward competitors for their performance throughout the event. The winner of the final will be the winner of the day and presented with any trophies etc, although they might not take the greatest number of points towards the championship in that day.

Examples: For a “normal” qualifying, pre final and final event (**Format A**)

Qualifying: 1st 22, 2nd 21, 3rd 20, 4th 19, 5th 18, etc decreasing in ones then 0 points for any driver after position 23.

Prefinal: 1st 68, 2nd 66, 3rd 64, 4th 62, 5th 60, etc decreasing in twos then 0 points for any driver after position 34.

Final: 1st 110, 2nd 107, 3rd 104, 4th 101, 5th 98, etc decreasing in threes then 0 points for any driver after position 36
Plus the number of competitors entered in that class.

Practice Heat 1 Heat 2 Final event (**Format B**)

Heats : 1st 50 2nd 48 3rd 46 4th 44 5th 42 etc decreasing in twos then 0 points for any driver after position 25

Final : 1st 100 2nd 98 3rd 96 4th 94 5th 92 etc decreasing in twos then 0 points for any driver after position 50

Plus the number of competitors entered in that class.

Win all three sections **format A:** $110+68+22=200$ each racer will receive points equal to the total earned by their finishing positions in each segment plus the total number of CKRC entrants in the class

Win all three sections **format B:** $100+50+50=200$ each racer will receive points equal to the total earned by their finishing positions in each segment plus the total number of CKRC entrants in the class

Exact points systems will be published with the event supplementals and what ever the format will be.

A competitor who is not eligible for a refund of registration fees in a given class, will receive race day points for that class providing they completed a competitive lap (subject to all race day penalties, exclusions etc.)

If a class is rained out during qualifying, then no points will be awarded by qualifying times and each competitor will receive points according to the rain out and cancellation procedures.

The number of throwaways may vary from year to year (see the current schedule). Competitors may not use a race in which they are “excluded”(disqualified) for the entire event as a throwaway ... they will receive zero points for that race. 2 throwaways on a 11 race schedule.

Only those who are annual members of the Calgary Club at the time of the event will be allowed to take the points earned according to the series points program toward the club championship. Points will be awarded as though only annual members were entered.

In 2010, only the points earned from club races count toward the club championship.

RACE CANCELLATION: Racers should expect to run rain or shine. The decision that the race is cancelled shall be made by the Steward in conjunction with the Clerk of the Course no earlier than the normal close of registration and no later than noon. Dangerous thunder activity would be a reason to cancel an event. A short practice will follow any decision to race, after which racing will begin. A race will only be cancelled and no points awarded if it is so published on the club website on the Friday before the event. If a race is cancelled on the day of the event before any qualifying or heats are run 75 points (plus number of CKRC competitors in the class) will be awarded to all competitors who register a legal entry. If a race is cancelled before the final session of the event is started the last completed session will be scored as if it were the final and so on i.e. if the race is cancelled after qualifying and pre final are complete the Pre final would be scored as the final 110 (A) 100 (B) points to the winner and qualifying as the pre final 68 points (A) 50 points (B). The executive will be responsible for resolving any inequities resulting from a rain out of an alternate format race for which the above principles can not be applied. Some or the entire entry fee may be refunded at the discretion of the Executive if the race is not run.

Senior 4Cycle Class

For 2010 Senior 4 Stroke will come into line with Race Format and Scoring of all the other Club Classes in all race formats

STARTS: When two or more non shifter classes are on the track at the same time there shall be no gap between the grids when the karts are approaching the starter for a rolling start (subject to modification by the steward or clerk of the course at the driver’s meeting). Karts will normally be gridded according to qualifying time or integrated pea pick and NOT by class).

COMBINED GRIDS: Note that combination of classes will be decided at normal close of registration. Late entries may not be able to run in more than one class, unless prior arrangements are made. When qualifying sessions are run, combined grids will normally be gridded by qualifying time not by class. By vote of the membership classes are not to be combined into one grid unless under exceptional circumstances. Starts in Senior Open: The karts on the pole must maintain a sufficiently slow speed so that all karts can grid properly. Failure to maintain a slow enough speed may lead to penalties up to and including exclusion (disqualification) from the heat or event.

NEW CLASS ELIGIBILITY: The following rules serve as a guideline for recognizing new senior club classes. In order to become a recognized Club Class any recognized senior sprint class must achieve an average participation level of six throughout all CKRC club races in a given year. It normally takes about ten active racers to average six entries throughout the season.

Senior classes that have not yet attained this participation level shall be combined into no more than two OPEN classes (one for shifters, one non shifter). The object of this rule is to encourage large grids and close competition in existing classes. If a “class” attains the average of six within the non shifter open class in a given year, it will be retroactively recognized as a club class, and appropriate recognition will be given at the year end banquet (Precedent set by the Rotax Max class) In order to remain as a recognized class, the class must maintain an average participation level of five throughout the year. Classes that fail to meet this average participation will be part of an Open class the following year.

After the completion of the race the lap scorer's records may be made available to those people who are running similar equipment in the open classes if they are interested in providing their own trophies etc.

Junior Classes are managed by CKRC and as such would only be subject to change by the Executive and voting members.

APPROVED ENGINES:

By vote of the membership major changes to a class's engine technical specs or new engines within that class must be approved by the entire club.

Junior 1 4stroke

Age8-11 The only eligible engine in this class is the restricted 5.5Hp Honda GX160.

Engine specifications are as per current ASN regulations.

Per ASN Regulations size 0.500" no go – thickness 0.060" +/-0.005" – manufacturer not specified

Tires Bridgestone YKC /YHC See note 11

Regular fuel from Flying J at corner of 114 Av and Barlow Trail SE

Extended rear bumpers mandatory, full width "adult" nose cones highly recommended

Class weight: 235 lbs.

New entries in the class must have logged practice time (200 laps minimum) and have demonstrated that they can lap within 1 min 8 seconds

Junior 1 individual qualifying order will be determined by practice times starting with the fastest practice time.

Rookies will go out in the order of their practice time for qualifying (not starting at the back for qualifying)

A driver that turns 12 in this class may continue to compete in this class to the end of the season and be eligible for Championship points

Jr 2 4 stroke

Age 11-15 The only eligible engine in this class is the unrestricted 5.5 Hp Honda GX160.

Rules as per current ASN rulebook, for Canada Junior

Tires – Bridgestone YKC

Regular fuel from Flying J at corner of 114Av and Barlow Trail SE

Weight 291 lbs

Extended rear bumper mandatory

Ages:-see ASN Canada FIA Book 1 Sporting Regulations 4.3 page 6

"Junior max"(2 stroke formerly Junior 3)

Age12-15 (up to 17 with exec approval)

All Motors to be ran to current RMC specifications.

In Calgary the dealers are: Overdrive Motorsports / Joey Guyon and All Terrain Motorsports / Brent Bolster

Tires – MOJO D2

Extended rear bumpers mandatory

-The "new style" curved air box or the square style are both allowed for 2010, with the intent of outlawing the old style in 2011

-There is a new clutch bearing and o-ring that is mandatory to use with all new type clutches.

Old type clutches must use the old clutch bearing only (NO O RING) ((This regulation is also in effect for Senior Max))

-Only OEM Rotax in-line fuel filters are permitted (or none)

-The carburetor jets have been specified as to which jets are allowed with which models of carburettor as follows:

For the 8.5 venturi (most common) only the 60 pilots and 3.6g floats will be allowed

For the 12.5 venturi (old style and now available) only the 30 pilots and 5.2g floats will be allowed

-Slick tires are Mojo D2

-Rain tires are open

-Gearing is open

Weight 320lbs

Rookie drivers must use both intake and exhaust restrictors for the mini max until they graduate from rookie status.

Ages:-see ASN Canada FIA Book 1 Sporting Regulations 4.3 page 6

"Mini max"(2stroke):

Age10-13 (per Canadian RMC regs)

All Motors to be ran to current RMC specifications.

In Calgary the dealers are: Overdrive Motorsports / Joey Guyon and All Terrain Motorsports / Brent Bolster

Tires – Bridgestone YKC 4.5 front 6.0 rear Extended rear bumpers mandatory

Carburetion will be with the 8.5 venturi only, 155 main jet, 60 pilot jets, 3.6g floats. Either K27 or K98 needle.

Gearing 13/82

Both old and new style air box accepted

2010 clutch bearing and o-ring required

Only Rotax OEM inline fuel filter or none permitted

Rain tires open

Bridgestone YKC tire compound spec. Performance/durability to be reviewed at the end of May by class rep.

Weight 290 lbs

Ages:-see ASN Canada FIA Book 1 Sporting Regulations 4.3 page 6

Senior 4Cycle

Age15+

1. Briggs & Stratton 'Animal'

Stock Briggs and Stratton Animal engines running on gasoline. To encourage previous Alcohol modified engines to gasoline, to lessen the cost of racing and to level the competitor's engines.

All parts will be stock unaltered Briggs & Stratton Animal parts specifically made for this engine by Briggs and Stratton. No aftermarket parts to be used unless specified in this tech manual. No deburring, machining, honing, grinding, polishing, sanding, media blasting, etc, etc.

No addition or subtraction of material in any form or matter. Refer to USAC Briggs and Stratton Animal Tech manual, version 1.3 updated 1/19/2010.

Unless it says you can do it you cannot do it.

Unless otherwise specifically required or allowed by this Tech manual no machining or alterations of any kind will be allowed to the Animal engine or replacement parts to be used in any Animal engine unless specifically stated in these rules. ALL PARTS ARE SUBJECT TO COMPARISON WITH A KNOWN STOCK PART.

Modifications or machining of any parts in order to bring them to stated minimum / maximum specs, (or for any reason), "Blueprinting" is not legal unless as stated in this tech manual.

Club Points for Animal class will be awarded only to Animal engines that have been correctly; sealed, weighed, clutch used, and Stock Animal engine:

Seals will be for the main body of engine containing crankshaft, camshaft, and connecting rod. Engines must be sealed to qualify for points in either Animal Light or Animal Heavy.

Stock Animal engine karts will be at a weight of 350 lbs. (light) and Modified Animal engine karts will be at a weight of 375 lbs (heavy). Weight of kart is determined by the driver, driver's apparel and kart on the scale. A sticker on the front of kart showing what weight class you and kart are in to help the weigh scale personnel identify which class, heavy or light, kart is.

Noram GE is the designated clutch.

Engines are to use gasoline only no additives. Engines using other fuel will not be included in class points and will run in Open class.

Only stock Briggs & Stratton Animal # 124432 engine will be allowed in light class.

STOCK ANIMAL TECH SPECIFICATIONS

Cylinder blocks (max bore .030) piston pop up +.000

Converted Inteks must run Animal head

Piston stock Briggs installed per manufacturers specs arrow to mag. No machining.

Any stock length rod may be used

Stock crank stock dimensions

Flywheel: stock Racecar or Briggs PVL stock magneto

Cylinder head: combustion chamber floor depth no less than .319

Combustion chamber squish band areas around plug and bottom portion of chamber no less than .011 will be measured with quality depth gauge and will have 0 tolerances

Valves; intake OD min & Max 1.055-1.065, exhaust OD min & max .935-.945 valve length 3.377 +/- .010 will be used for tech

Valve springs: stock valve springs or aftermarket to exact stock specs

Camshafts: will be profiled with degree wheel with WKA specs max lifts .255 will be tech at valve spring retainer .252 max lift with no lash

Lifters stock replacement only

Push rods stock length 5.638-5.656 min and max

Rocker arms stock replacement only no alterations of any kind

Stock valve cover with working baffle

Only stock Walbro Carburetor no modifications, spring or elastic can be used on choke arm to keep arm lowered, stock jets.

Intake manifold only alteration is slotting of holes for proper alignment

Offset Timing Keys are not allowed other than stock

Fuel pump pulse line from intake manifold or from top oil fills only

Crank case ventilation from valve cover only

Any type starter allowed

All engine parts, except listed allowed changeable parts can be teched to a known stock Briggs Animal part

This is a stock engine class and if anything is altered or replaced other than what is listed in this engine spec sheet, it does not fit mandated requirements.

Honda 6.5, Honda 5.5, and Honda clones, can run with Animal engines. Only Animal engines will count points for Senior 4 Stroke class, other engines will be on their own point structure.

Brent Bolster of All-Terrain Motorsports (403-852-4711) has offered to do the sealing and regulating of Animal engines. Brian Grant of Calgary Kart Shop (403-249-1080) has offered parts and services.

The aim of these rules is to achieve a day/night of entertainment for the competitors, their families and friends. You will notice that these are written on paper and not granite – as situations happen that necessitate change. The objective of the Calgary Kart Racing Club is for karters to enjoy themselves.

"Anyone found cheating will have all championship points revoked, not just the race they were caught in."

Senior Open Age15+

Any Engine or class structure not included above. A set of technical rules from a recognized Kart Sanctioning Body must be provided by the competitor and adhered to. The minimum weight of the class must be strictly adhered to. Water cooled 100 cc 2stroke engines must meet ASN Formula A rules for Rotary engines and ICA rules for reed engines.

MEMBERSHIP:

Karters who live in the Calgary region will be required to be CKRC members in order to race or practice. In 2010 a one day club membership is available for \$50. Should a Calgary driver compete in 10 races using this fee they would have paid the full club membership without the benefit of a track pass or vote. A maximum of one \$50 one day membership may accumulate towards the annual membership in the given year. Karters from outside the Calgary area must demonstrate that they have a valid Kart Club membership or they will be required to join the Calgary Club (day or annual membership). **TROPHIES:** Only recognized classes and divisions of those classes may be awarded trophies by the club, Senior Open (non shifter) is a single recognized class, as is Senior Shifter Open , commonly referred to as Shifter.

TROPHIES IN THE SENIOR OPEN (NON –SHIFTER) CLASS: Because of the large discrepancy in potential speeds of types of karts that may run in this class it was decided that for 2008 forward the trophies would be awarded to the top finishers of the largest group of similar karts running that day. Points earned would still go in finishing order of the individual kart (e.g. an ICA may win the day and win first place points toward the championship but the first place trophy might go to someone driving an Open four stroke if that “class” had the most competitors.) In the event of a tie for the size of the class the Steward or club executive will make the decision as to which class gets the trophies.

TEAMS: For club championship purposes CKRC club members may choose to form a team. In which case the team may enter only one kart in a given class at an event, and the points scored will go to that team. The team will only start to acquire points after they have been recognized by the club president (no one may transfer points that they have already earned that season to the team).

PRACTICE REGULATIONS

Practice Sessions are provided by volunteer supervisors to allow everyone as much access as possible to the club facility. Our ASN Insurance package limits the use of the track in these sessions to:
No more than 12 karts on the track at any time, juniors and seniors may not be on the track at the same time

- No competitions allowed – non competitive passing is permitted Remember we normally have no ambulance or medical teams on site during these sessions. There must also be:

An identified non driving Practice Supervisor present and in charge.

A set of flags to be used to signal the drivers on the track.

A functional cell phone (to call 911 in case of emergency) fire extinguisher and first aid kit in a response vehicle on the starting grid

PARTICIPANT RESPONSIBILITIES:

EVERYONE entering the facility must sign the waiver and present a valid membership card

EVERYTIME! All driver’s must be club members (day memberships are available and must be completed and practice fee collected. If a valid membership card can not be produced a practice fee must be collected)

Before the start and at the end of the session help the practice supervisor inspect and prepare the course by walking and as necessary sweeping the track. Follow the directions of the practice supervisor at all times, failure to do so or violating any of the ASN Canada or Club rules may result in suspension from the next club race (or more severe penalty)

Enter the track at the direction of the official in charge marshal and only when there are less than 6 karts on the track (or at the discretion of the supervisor 12)

No driving of karts except on the track. Karts to be stopped before the white line of the grid area when exiting the track.

The rear wheels must be off the ground to run engines in the paddock.

No Alcohol allowed on the track, pre grid, pits or paddock during practice sessions.

Help clean up at the end of the session!

EQUIPMENT REQUIREMENTS:

All karts must meet all ASN Canada safety regulations and by presenting a kart at a club practice session the participant warrants that it meets these criteria. The supervisor may require a participant to complete an ASN Canada Technical Inspection Form or have a club technical delegate inspect the kart. Racing karts only. All drivers must wear helmets meeting current ASN requirements Snell 98 or newer or those listed in the ASN Canada FIA Sporting Regulations section 5.1, neck collars (optional), rib protectors (mandatory) and abrasion resistant clothing

2010 CKRC Race Schedule—check www.ckrc.com for updates

Weekend of	Day of Event	Event	Other
May 1 / 2	Sunday 2nd	Club Championship Race#1	Cws
May 29/30	Saturday 29th	Club Championship Race#2	Cws
May 30	Sunday 30th	Public Experience Day 11 am – 4 pm	
June 12/13	Sunday 13th	Club Championship Race#3	Ccwn
June 14	Monday 14th	Public Experience Day 5pm – 9pm	
June 19/20	Sunday 20th	Club Championship Race#4	Ccwn
July 10 / 11	Saturday 10th	Club Championship Race#5	DOUBLE HEADER Cws
July 10 / 11	Sunday 11th	Club Championship Race#6	DOUBLE HEADER Cws
August 14 / 15	Saturday 14th	Club Championship Race#7	Ccwn
August 21/22	Sunday 22nd	Club Championship Race#8	Ccwn
September 4/5	Sunday 5th	Club Championship Race#9	Cws
September 25 / 26	Sunday 26th	Club Championship Race#10	Cws
October 9/10	Sunday 10th	Club Championship Race#11	Ccwn
October 16 /17	Sunday 17th	Enduro	CCW both chicanes
	<u>OTHER NON</u>	<u>CKRC EVENTS</u>	
May 21 / 23 July 2 / 4 July 30 / Aug 1	Fri / Sat / Sun Fri / Sat / Sun Fri / Sat / Sun	Western Canadian Championships Chilliwack BC Western Canadian Championships Saskatoon SA Western Canadian Championships Stratotech AB	
August 27 / 29	Fri / Sat / Sun	EDKRA Fall Classic Warburg AB	
Cws = clockwise South chicane			
Ccwn = Counter clockwise North Chicane			

Throwaways: A competitors may normally throwaway (discount) their worst two Club Race results unless disqualified from an entire event. Their best remaining results count toward the Club Championship.

In 2010 an individual counts 9 of 11 Club Races towards the Club Championship, however if races are cancelled and not rescheduled (as opposed to rained out with points awarded, or postponed to one of the rain out dates) then the best 8 of 10, 7 of 9 , 6 of 8 etc count.

If a competitor is excluded from an entire event (as a penalty for a serious infraction) they must count that race as one of their included events and take a zero towards the club championship. Western Canadian Championships (and exclusions therein) do not directly affect this club championship unless an ASN Ban is placed in force.