



CALGARY KART RACING CLUB
("CKRC")



An

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 sub-lease 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 2009 season. We are planning on constructing a new facility near Irricana to be ready for racing in May 2010.

The 1.1 kilometer (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 2009 track pass)	\$400
Full Junior Annual Club Membership (includes 2009 track pass).....	\$300
Full memberships after 5 races complete (half season)	\$250
Full memberships after 8 races complete.....	\$150
Each Additional Family Member to an <u>adult</u> pass	
(incl. voting rights & track pass for minors 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	\$250
Friends of CKRC (website access, no voting privileges)	Free
1-Raceday Membership (cannot accumulate towards annual membership).	\$ 40
Senior Race Entry	\$ 85
Junior Race Entry	\$ 65
Additional Entry (2 nd class)	\$ 60
Late registration add	\$ 10
Track Pass – 1-day *	\$ 40

*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 on-site 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.

RACEDAY 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 <i>self declaration to be submitted with registration..</i>
8:45 – 09:00	Marshall's, Grid Marshall's & Medic's briefing by the Steward and CoC
0900- 09:15	Drivers briefing (All Drivers)
0915- 09:20	Incident Marshall's briefing (Junior 1 class only)

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

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

THE RACETRACK 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 / raceday 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.

CLUB CLASSES

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*	Note
Junior 1 Honda	E, D or C	8–11	235	Honda GX 160 K1. ASN Rules 0.500"intake restrictor No-Go	YHC	1
Junior 2 Honda	C or C+	11-15	291	Honda GX 160 K1 (5.5 hp). ASN Canada Junior Rules	YHC	1
Juniormax	C ³ or C+	13* - 15*	320	Rotax Max Junior, Canadian RMC rules	D2	1 2 3 4 9,10,11
Minimax	C or C+	10-13	290	Rotax Mini Max Canadian RMC Rules	YHC 4.5F 6.0 R	1,2,3,4 9,10,
Senior 4-stroke	B, B+ or A C+ ²	15+	350	Briggs Animal. Current IKF or WKA Rules – running methanol	YHC, Or Equivalent	2,5
Open (non – shifter)	A, B, B+ or C+ ²	15+	As Class Requires	Any other non-shifter kart engine	YHC or HG1	6,7,
Shifter (open shifter)	125cc - A 80cc - B+ DD2 - C+ ²	15+	385 385 385	Any single cylinder engine up to 125cc with more than one gear.	YHC or D2	2
Seniormax	B, B+ or A C+ ²	15+	364	Rotax Max, Canadian RMC Rules	D2	2, 3 8,9

DRY Tires: YHC = Bridgestone YHC & midseason replacement, HG1= Maxxis HG1, D2 = Mojo D2

WET Tires: brand of tires not specified in any class – 2010 may see RMC wet tire specs for Rotax

Notes:

1. Extended rear bumpers are mandatory except in Western Canadian Championship
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 an age eligible to run in both RMC Junior Max and Calgary Senior classes may compete in Calgary Senior classes with a club C+ license with the permission of the executive and CoC
3. 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 harder than YHC by manufacturer spec) are allowed (durometer reading ≥ 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. Wet tires in the Rotax classes may be as per Canadian RMC regs after the 2009 is complete
10. Juniormax & Minimax may be run as one class, if deemed necessary by the CoC & Steward, they are not expected to share the track except under exceptional conditions
11. 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 Minimax class may race in Juniormax at the age of 12 as before only with written approval from the club executive.

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

BOOK 1 – 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 & 3.a & b Non-driving “Entrants” do 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. A driver may race in Junior 1 until the day preceding their twelve birthday. 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 must apply for permission from the CKRC if they wish to remain in the Junior I club class for the remainder of the calendar year.
In “**Juniormax**” the option year is twelve – meaning that the driver must have their twelfth birthday before the end of the calendar year in order to compete in the class that season.
In “**Minimax**” 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 2009:
In order to allow our Junior racers to be able to be competitive at the National and International levels we are adjusting the boundaries of the various Junior / Junior and Junior / Senior ages.
With the permission of the executive a racer may compete in the Junior Max class after the age of 15 using a C+ license until such time as he no longer qualifies under International rules
With the permission of the executive a racer who qualifies under International rules as a Junior may compete in a senior class using a C+ license.
- 4.9 b There is no additional fee for a club license (it is included in the membership fee).

- 4.16 Entrants and mechanics may not be required to present their licenses if the CKRC or their home club has not instituted a mechanics license program. All drivers must present a valid license upon request by an official.
- 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 drivers 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 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 pre-arranged, 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:
 - a clean dry first aid post and suitable first aid kit
 - family members of racers who are Doctors, Registered Nurses and/or people certified in first aid,
 - 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 the drivers entry form need not be countersigned by the appropriate parent or legal guardian.

- 9.9 b **ENTRY FEE REFUNDS:** On the day of the event a competitor, upon proving a case of Force Majure, 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. Grid orders and lap times may be posted on either side to facilitate entrants gridding 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 is 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. Racers are always to line up at the scales in the order that they took the checkered flag in case there was a timing system failure. After the checkered 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 guaranteeing posting within the time lines of this paragraph.
- 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 checkered 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 a A large cone beside the track and/or a painted line across the track will designate the formation line.
- 11.9 The start signal shall either be the waved green flag or when the starting light system is in use for rolling starts when the green light is turned on.
- 11.9a Check event supplemental regulations for updated rolling start procedures. The CKRC does not normally use an acceleration line in its rolling start procedure.
- 11.11a Start of the race may also be indicated as above under the modification to rule 11.9a
- 11.12 b 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 marshalls** 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 checkered 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. 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.
- 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 may effect minor repairs to their karts.
- 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).
- 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.
- 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 follow 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).

Book 2 – 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.
- 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.b) Not applicable
- 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
- 8.1c The Rotax DD2 kart chassis, with factory spec bumpers and fittings is specifically allowed in Test and Tunes, practices and events.
- 8.4. Cadet karts are allowed in the Junior 1 class only, and must meet the minimum dimensions as listed in the ASN Canada FIA Technical Regulations for Honda Cadet and Novice classes. Any Cadet karts raced in prior seasons that do not meet these specifications may be raced in 2009 only with the permission of the Technical Delegate.
- 8.4 d Maximum width in senior 4-stroke 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 4-stroke 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.
- 8.19. Batteries are considered ballast and should not be mounted on bumpers or side bars.
- 8.20. 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.
- 8.25. 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 are non-protestable.
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

- 8.28. Seat belts and driver restraint systems may only be used by individuals who can show written permission from ASN Canada FIA.
- 8.33 If the starter battery is not a requirement for the class it need not be mounted on the kart. If it is mounted on the kart it must be securely attached to the main frame rails.
- 9.1 SPEC TIRES – Generally all karts must use either Bridgestone YHC (or the Bridgestone replacement after its official release mid 2009) 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 YHC, Maxxis HG1 and Mojo D1 & D2
DO NOT PURCHASE EXTRA SPEC BRIDGESTONE TIRES – THE SPEC TIRE MAY CHANGE IN 2010
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 2009, the wet tires specified in Canadian RMC regulations may become the spec tires for Rotax classes in 2010 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.
- 19.1 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
- 19.2a & b Spec Rotax engined karts (Max, Max Junior, Mini Max & DD2) must use premium unleaded fuel from the source specified in 19.1 above. The spec sample will be taken from the highest even numbered working pump on the self serve side of the spec gas station.
2=stroke Karts using any other engine may run any commercially available race or commercial gas that passes the Cyclohexane test method:: **Don't use race gas in Rotax**
Cyclohexane Method:

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.

- 19.3 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. Spec fuel samples, used to zero the meter, will be taken the day before, or more usually the morning of the race.

- 32.4 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 17.3 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)
- 30 At CKRC events the 4-stroke spec gasoline will be:
Regular unleaded gas for the **Honda GX 4-stroke engines** 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

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.

It is mandatory that all competitors use fuel from the specified fuel station. "Old" fuel bought for previous weeks racing may not pass the fuel test and if it fails the competitor would be subject to exclusion.

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)

RACEDAY 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 prefinal. 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 in 2009, 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 2009 – to award some points for each section of the event. IF a competitor wins all sections (e.g. qualifying, prefinal & 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 take the greatest number of points towards the championship in that day.

Examples: For a “normal” qualifying, pre-final and final event as we have run in the past points will now be awarded in a modified WCC point system:

Qualifying: 1st **22**, 2nd 21, 3rd 20, 4th 19, 5th 18, 6th 17, 7th 16, 8th 15, 9th 14, 10th 13, 11th 12, 12th 11, 13th 11, 14th 10, 15th 9, 16th 8, 17th 7, 18th 6, 19th 5, 20th 4, 21st 3, 22nd 2, 23rd 1, 24th and below 0 points

Pre-final: 1st **68**, 2nd 66, 3rd 64, 4th 62, 5th 60, 6th 58, 7th 56, 8th 54, 9th 52, 10th 50, 11th 48, 12th 46, 13th 44, 14th 42, 15th 40, 16th 38, 17th 36, 18th 34, 19th 32, 20th 30, 21st 28, 22nd 26, 23rd 24, 24th 22, 25th 20, 26th 18, 27th 16, 28th 14, 29th 12, 30th 10, 31st 8, 32nd 6, 33rd 4, 34th 2, 35th 0

Final: 1st **110**, 2nd 108, 3rd 106, 4th 104, 5th 102, 6th 100, 7th 98, 8th 96, 9th 94, 10th 92, 11th 90, 12th 88, 13th 86, 14th 84, 15th 82, 16th 80, 17th 78, 18th 76, 19th 74, 20th 72, 21st 70, 22nd 68, 23rd 66, 24th 64, 25th 62, 26th 60, 27th 58, 28th 56, 29th 54, 30th 52, 31st 50, 32nd 48, 33rd 44, 34th 42, 35th 40 etc

Win all three sections : **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

Exact points systems will be published with the event supplementals and what ever the format will total to 200 for the day. Possible examples

Three heats (no qualifying) and final :	40 +40 +40 +80	= 200
Two heats (no qualifying) and final:	50 +50 + 100	= 200
Qualifying, 2 heats and final	20 +40 + 40 +100	= 200

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.

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 2009, 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 prefinal are complete the Prefinal would be scored as the final (110 points to the winner) and qualifying as the prefinal (68 points). The executive will be responsible for resolving any inequities resulting from a rain out of an alternate format race for which the above principles cannot be applied. Some or all of the entry fee may be refunded at the discretion of the Executive if the race is not run.

Senior 4-Cycle Class Exceptions:

For 2009, the Senior 4-Cycle class may continue to score its races slightly differently from the above provisions, as follows:

- The class may use a different point scoring system as presented in writing to the CoC or Steward prior before the end of the driver's meeting. If an alternative points system is not presented to the officials by that time the event will be scored according to the same system as the rest of the club.
- The class rep will be responsible for grid orders and totaling any points awarded by a separate point system as above, and must make this information available to the CoC or club manager **prior** to the start of any trophy presentation.
- Every race will count for year-end points totals (no throw-aways)

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 accorded 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.*

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.

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.

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 4-stroke age 8 – 11

The only eligible engine in this class is the **restricted 5.5 Hp Honda GX 160.**

- 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 YHC and the mid-season Bridgestone replacement for that tire
- 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

Jr 2 4-stroke age 11 - 15

The only eligible engine in this class is the **un-restricted 5.5 Hp Honda GX 160.**

- Rules as per current ASN rulebook, for Canada Junior
- Tires – Bridgestone YHC and the mid-season Bridgestone replacement for that tire
- Regular fuel from Flying J at corner of 114Av and Barlow Trail SE
- Weight- 291 lbs
- Extended rear bumper **mandatory**

"Juniormax" (2-stroke formerly Junior 3): **Age 12* -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**
- Weight 320lbs
- Rookie rivers must use both intake and exhaust restrictors for the minimax until they graduate from rookie status.

In order to be competitive in International Junior races the age restriction for this class has been extended to match International Junior rules. With the permission of the executive: racers may compete in this class after the age of 15 using a C+ license and an experienced 12 year old significantly above the minimum weight in Minimax may also be allowed to compete in the class.

"Minimax" (2-stroke): **Age 10-13** (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 YHC 4.5 front 6.0 rear, the YHC tire will be replaced mid-season by Bridgestone, at which time both the YHC and the replacement spec tire will be legal in these sizes
- Extended rear bumpers **mandatory**
- Weight 290 lbs
- Rookie rivers must use both intake and exhaust restrictors for the minimax until they graduate from rookie status.

Senior 4-Cycle Age 15+

1. Briggs & Stratton 'Animal'

Engine will be teched according to the current IKF class rules for the Briggs & Stratton Super Sportsman Animal (was section section 718 in 2007) , or from the equivalent WKA rules as published in the technical manuals. An engine that is legal by either of these two sanctioning bodies is legal. Amendments to these rules as approved by the respective sanctioning bodies will only be allowed after the club executive has approved the changes and posted a notification on the website.

The club will not purchase new rule books for this class, an existing copy of the 2007 tech regs will be used unless the class or competitors provide a current and complete set of official rules from either WKA or IKF (no photocopies or transcripts allowed).

Methanol fuel may be tested according to IKF or WKA procedures. Tolerance will be given for cloudy and contaminated fuel if a pump around system is used.

In addition the following rules apply:

The following exceptions/ Additions apply:

- The only legal fuel is methanol (aka methyl hydrate in Canada)
- RLV B91 muffler per class specs mandatory
- An unmodified ARC 6249 after market rod is allowed providing it meets the dimensions of the stock Briggs part
- Machining of intake gasket surface is NOT allowed
- After market intake gaskets allowed
- Stock camshaft or unaltered part # 555532 allowed (max lift 0.255" either camshaft)
- Minimum height combustion surface chamber to top of intake valve 0.057"
- Minimum height combustion surface chamber to top of exhaust valve 0.060"
- Depth to top of valve seat: 0.360" to 0.335"
- Head thickness measured from head gasket surface to surface head plate gasket surface is 2.420"
- Width of combustion chamber at widest part across the valve seat area is 2.640 at a depth of 0.200 in the combustion chamber
- Other than the new PVL spec flywheel the only legal flywheel is Briggs Part # 555625 with plastic fins (part # 555526) with no modifications.
- NORAM GE clutch mandatory

Senior Open Age 15+

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 2-stroke 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 2009 a one-day club membership is available for \$40. 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 \$40 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 **EVERY TIME!**

All driver's must be club members (day memberships are available, and must be completed)

- 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

2009 CKRC Race Schedule – check www.ckrc.com for updates

Weekend of	Day of Event	Event	Other
April 25 / 26	Sunday 26	Club Championship Race # 1	
May 2 / 3	Saturday 2	Public Experience Day 11 AM – 4 PM	
May 9 / 10	Saturday 9	Club Championship Race # 2	Mothers day is Sun
May 16 / 17	<i>15,16,17</i>	WCC – Chilliwack	
May 23 / 24	Sunday 24	Charity Event- Transponder Relay	CCW–both chicanes
May 30 / 31			
June 6 / 7	Sunday 7	Club Championship Race # 3	
June 13 / 14			
June 20 / 21	Sunday 21	Club Championship Race # 4	
June 27 /28			
July 4 / 5	<i>3,4,5</i>	WCC- Saskatoon	
July 11 / 12	Saturday 11	Club Championship Night Race # 5	
July 18 / 19	Sunday 19	Club Championship Race # 6	
July 25 / 26			
August 1 / 2	Fri /Sat /Sun	Western Canadian Championship	Calgary
August 8 / 9			
August 15 / 16	Sunday 16	Club Championship Race # 7	
August 22 / 23			
August 29 / 30	Sunday 30	Club Championship Race # 8	
September 5 / 6		Fall Classic Edmonton@ Warburg	
September 12/13	Sunday 13	Club Championship Race # 9	
September 19/20			
September 26/27	Sunday 27	Club Championship Race # 10	
October 3 / 4	<i>Sunday</i>	If needed (if club race was cancelled)	
October 10/ 11	Sunday 11	Enduro	CCW-both chicanes
October 17 /18	<i>Sunday</i>	If needed (club or Enduro cancelled)	
October 25 /26	<i>Sunday</i>	If needed (club or Enduro cancelled)	

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 2009 an individual counts 8 of 10 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 7 of 9, 7 of 8, 6 of 7, 6 of 6, 5 of 5 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