



Raceway

# STRATHMORE MOTORSPORTS PARK



Supplemental Regulations and Club Procedures 2017

Ver 8.2(rev1)April 2018

**ASN Canada FIA**



An Affiliated Club

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**Introduction:**

The CKRC operates its own facility in Strathmore located 1 kilometer South of the TransCanada Highway on Range Road 250. We have a lease on this land from the Town of Strathmore though to the end of 2034. The 1.2 kilometre track is nine to ten meters wide with 14 turns.

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](http://www.asncanada.com). In accordance with rule 1.3 of the ASN Sporting Regulations they have been modified for Club events by these Club Supplemental Regulations and the individual Event Supplemental Regulations that will be posted on the website prior to each event. These rules and procedures evolved over the last 25 years and have been aligned as much as possible with those of the Edmonton and District Kart Racing Association while most major remaining differences are identified please remember when racing in Edmonton to always check the EDKRA Club and Event Supplemental Rules, normally available at [www.edkra.ca](http://www.edkra.ca).

Club members should also NOTE: communications from the Club to its members will normally be by mass emails via MotorsportReg.com – all members must therefore have and maintain their own MotorsportReg account and are responsible for any changes to their email address etc. We are trying to centralize all memberships, event entries/registrations and all payments through MotorsportReg.

The simplest method to gain membership in the CKRC, or register for an event is to access [motorportreg.com](http://motorportreg.com) via the link at [www.ckrc.com](http://www.ckrc.com) so that the appropriate information for our specific Club is available automatically at MotorportReg (go to the Online Race Registrations page at [www.ckrc.com](http://www.ckrc.com))

**Alberta Shoot-Out Series:**

In order to promote intra-provincial racing the two rounds of the Alberta Shoot-Out held on one weekend at the Edmonton Club's Track in Warburg also count towards our CKRC Championship Series. To accommodate racers who cannot travel on this weekend while the Club season has effectively been expanded to 13 races the number of "throwaways" has also been increased by two – so that a competitors best 9 of 13 race events count towards the CKRC Championship (in previous years it was 9 of 11). The Alberta Shoot-Out may have its own independent point structure and awards running in conjunction with the CKRC points system which will be used at these events to track CKRC Championship totals.

**Fees:**

Current Fees are now maintained and posted on the MotorsportReg site which is properly accessed via [www.ckrc.com](http://www.ckrc.com). With the paving of the track and the facility becoming operational in 2015 the fees were reduced by 25 -35% for the 2016 season. The fees will continue to be adjusted to reflect the changes in Alberta's economy and the capital requirements of completing and operating the facility.

**Race-day Timetable:**

This schedule is a target for Club championship races on our own facility at Strathmore 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. If there are scheduling limitations due to availability members may be required to operate on a split practice time with other rental groups.

- 8:00: Gates Opened by Club officials no later than 08:00 (members may leave the gates open no earlier than 6:30 AM on race-days – prior to that gates should be closed after a member enters the facility.
- 8:30- 9:15 “Registration” (in person validation of the online registration through MotorsportReg via ckr.com by signing the hardcopy insurance documentation. Late entries /“registrations” may be charged an extra \$20 and will be placed at back of the grid for all preliminary heats & qualifying unless officials notified.
- 8:45- 9:00: Marshall’s, Grid Marshall’s & Medic’s briefing by the Race Director
- 9:15- 9:30 Drivers Briefing: (All Drivers- see Regulation 10.2)
- 9:30: Incident Marshall’s briefing (Junior 1 and Mini Max classes only)
- 9:30: The first class of the day grids for practice (grid order posted in Event Supplemental)
- 9:35: Practice followed by Qualifying: all classes practice then qualify in grid order as posted.
- Racing heats may commence immediately after qualifying before or after the official’s lunch break
- 12:00- 12:45: Lunch 45 minute break for volunteer officials’ lunch
- 12:45: Racing Resumes – heats / pre finals and finals as per Event Supplemental

***Results / Trophy Presentations: 15 minutes after racing ends – weather permitting***

\*\*\*\*\*If it rains the schedule will be delayed / amended as necessary \*\*\*\*\*

The race track will be closed to all activity at the end of racing. The track may be reopened by a Club Qualified Test and Tune supervisor after the trophy presentation to then operate under Club Test and Tune Procedures - waivers must be signed.

**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.

**No Street Vehicles on 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 executive or track maintenance / race day committees & manager. 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 Summary:

Each year the CKRC recognizes certain classes according to their participation level the preceding year (see Club Class Eligibility : The following table is a summary of those classes and while it and the footnotes are believed to be accurate they DO NOT provide a complete description of the class regulations and do not form part of the regulations.

Class	License	Age	Weight	Engine	Tire	Gas	Notes
Briggs & Stratton LO206 Cadet	C, D, E	8 - 12	240	Briggs LO206 Rotax	Max 1 Green Max 1W5	Premium	(5)
Micro Max*		8 - 10	235	Micro Max	Max 1 Blue Mojo D1/ W2 Max 1W5		(1), (4), (5)
Briggs & Stratton LO206 Junior	C, C+	11 - 15	300	Briggs LO206	Max 1 Green Mojo D1 / W2 Max 1W5	Premium	
Rotax Mini Max	C, C+	10 – 13 10 -13	290 265	Rotax MiniMax	Max 1 Blue Mojo D1 / W2 Max 1W5	Premium	(1), (3),(6) (8)
Rotax Junior Max	C	12 – 15 – 17	320	Rotax Max Jr	Max 1 Blue Mojo D2 Mojo W2 Max 1W5	Premium	(1), (2), (3)(8)
Briggs & Stratton Sr Light/Heavy	A, B+, B	15+	340 (L) 375 (H)	Briggs LO206	Max 1 Green Mojo D1 / W2 Max 1W5	Premium	
Sr Rotax Max	A, B+, B	15+	364	Rotax Max Canadian RMC	Max 1 Blue Mojo D2 / W2 Max 1W5	Premium	(1) (8)
Rotax Masters	A, B+, B	32+	395	Rotax Max Canadian RMC	Max 1 Blue Mojo D2 / W2 Max 1W5	Premium	(1) (8)
Shifters (includes DD2)	A, B	15+	380Moto 395 TM 405 KZ New	Single cylinder 125cc max with 2 – 6 gears	CIK Option or Prime F / Z Tire listed below	Race	(7)
Open (non shifter)	C	15+			Any CIK F / Z tire	Premium or Race	

1. NGK BR8EG, BR9EG & BR10EG may be used in addition to any RMC legal spark plugs
2. Rookies in Junior Max must use the Mini Max restrictors at the 320Lbs weight for their first three events.
3. Junior Rotax and Mini Max may be combined into one class if deemed necessary by the Race Director or Stewards.
4. Rotax Micro max is not an officially recognized class or one promoted by the CKRC and is an accommodation for local competitors.
5. May use front sized tires at rear see technical rule update 8.15
6. For 2017 Rotax Mini Max regulations will be as per CKRC 2016 Supplementary regulations or Rotax Max Technical regulations Appendix for 125 Mini Max / Micro Max Canada ([asncanada.com/kartsport/regulations](http://asncanada.com/kartsport/regulations)). Both versions will adhere strictly to either 2016 regulations or 2017 regulations for chassis, engines and weight and will race as one class.
7. Shifter Tires .. CIK Option or Prime  
MaxOne Purple MaxOne Blue  
Vega FM France White  
MG yellow & equivalent: Evinco White
8. Mojo Tires listed are for use in the WCKC events only if you are entered in the WCKC event itself. CKRC Club tires are Max 1 Blue.

**CKRC Supplemental Regulations:**

These rules are supplementary to the current ASN Canada FIA Sporting and Technical Regulations. As per rule 1.3 and 1.6 of the Sporting Regulations, these Club Regulations run in conjunction with ASN Book 1, where there is a difference between the two regulations these regulations take precedence.

**RULE UPDATES:**

Updates to these regulations shall come into effect when members are notified by mass email via MotorsportReg.com, made available on race-day, published on the Club website ([www.ckrc.com](http://www.ckrc.com)) or issued with Event Supplementary Regulations or Event Bulletin's.

**Modifications to ASN Book 1 Sporting Regulations:****Competitors are reminded to acquaint themselves with rules 1.4 & 1.5 in their entirety and Section 5.1 and 5.2**

3.1 The CKRC maintains credentials online by use of MotorsportReg.com. Members and their mechanics or other entrants who require hard copy credentials for other venues may print copies from the ASN sporting code and have them validated by the Club manager's (or member of the executive's) signature. Other Club's management may apply for access to the online information by emailing the Club president ... [president@ckrc.com](mailto:president@ckrc.com) or the Club manager at [manager@ckrc.com](mailto:manager@ckrc.com).

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. In "Junior Rotax" 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

CKRC will adopt the ASN regulations on class age limits for 2018

There is no additional fee for a Club license (it is included in the RACING membership fee). If a potential entrant is not on the online list and cannot produce a validated membership card they must purchase the relevant day membership before being allowed on track. This will be refunded by the Club IF proved to be in error.

CKRC Club licenses are valid from April 1 to March 31 of the following year (the annual membership period). See also rule 3.1 regarding online driver certification.

2.6 The Club is of the understanding that it may not require the presentation of a completed medical by a competitor in accordance with privacy laws – competitors are still required to meet and affirm that they meet the physical requirements of ASN Canada FIA Sporting Code.

3.1 At non-event Test and Tunes drivers may wear (at minimum) an abrasion resistant jacket and full length abrasion resistant pants and gloves, although a full race suit should be their first option. . Shorts and sandals are not to be worn. At race events a driver's suit is required as per the ASN rules

4.2(j) Only the paddock is designated as a 'Picnic Area". Provincial laws apply to the consumption of alcohol after the end of scheduled race day or other event activities.

5.1 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 Strathmore Town limits, response time from the Town ambulance service is less than 7 minutes. The Town of Strathmore has a fully equipped ER Hospital. 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:

1. A clean dry first aid post and suitable first aid kit
2. Family members of racers who are Doctors, Registered Nurses and/or people certified in first aid and ultimately the fast response time of the Town of Strathmore Ambulance Service to transport injured parties to Strathmore District Health Services 24/7 ER at 200 Brent Boulevard, Strathmore Alberta, T1P 1J9 403 361 7000 Head West on Trans Canada then 2.3 km North on George Freeman Trail, Then 0.7 Km West on Brent Blvd. <https://goo.gl/maps/cwJ1xarfMgS2>

8.1 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 10.3a for relief driver policy.

8.2. By signing the insurance waiver at "registration" an entrant's online registration via MotorsportReg.com becomes official.

8.3 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) from the unpaid event. A members driving privileges (test and tune) will also be suspended until any outstanding fees are paid and no further race registrations will be accepted until such time as the fees in question are paid.

8.4 The fee may be reduced at the discretion of the Club executive.

8.5 All CKRC registration is done online (through MotorsportReg via the link at ckrc.com. Junior drivers must have submitted a completed current year annual Parental (Legal Guardian) Consent Form the driver need not submit one at every race. It is accepted by the driver and guardians that this submission covers all CKRC Events (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)

#### **Entry fee Refunds:**

Entries are charged when the online registrations is made - but the registration is not validated until the entrant signs the insurance documentation at "registration" on the day of the event. After "registration" a competitor, upon proving a case of Force Majeure, may be reimbursed up to 50% of the race entry fee amount after they validate their entry if they then withdraw from a race before completing a timed lap after the practice session. In order to qualify for this reimbursement they must not have been excluded. No refunds will be given to any competitor if they complete one or more competition or racing laps, or if they do not request the refund on the

day of the event. Reimbursements for withdrawals (50%) or non-validated entries (100%) will be made within 48 hours of the end 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 in each qualifying or heat round, scored after those members who completed more laps and have passed all aspects of post-race tech. Competitors who weigh in underweight will be scored in last place and above a competitor that has withdrawn from competition.

9.1. 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 inside the Registration building (ATCO). Grid orders and lap times may be posted on either side of the official noticeboard to facilitate entrant's being gridded correctly.

9.5. When the Pixel Light system is in operation the Starter will be up in Race Control with the Race Director and will only return to the Start Line marshal post in the event of total Pixel lights failure where he will return to using flags and signs. 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. Only a 2 digit signalling board is required, if classes are combined or allowed on track at the same time all karts are to be uniquely identified by the last 2 digits on their number panels.

9.7 For all races, the timing and scoring shall commence at the end of the first formation lap unless the Race Director orders a go around again. Any competitor initiated restarts will result in that lap being scored.

there is only to be "one" formation lap (drivers leave the pits and are to start the race the first time they reach the start/ finish line after approximately 7/8 of a lap – they may fill vacant positions left on the grid prior to reaching the formation line for the first time.

If only one formation lap is to be used and there are more than one false starts any additional formation laps after the second formation lap (caused by the first false start) will be counted as part of the official number of laps for the race.

CKRC scores races by transponder scoring only. Competitors are reminded to mount transponder as per ASN Canada FIA Technical Regulations. The AMB Trans X 160 timing system will normally be used, and there may be no manual backup. If a driver fails to ensure that their transponder is functional they will not be timed and will normally receive last position points only regardless of finishing position. (Competitors that have a registering transponder at the start of the race that then lose it will be placed in their finishing position if it can be positively determined otherwise they will be scored in last position but above a competitor that forgot to fit their transponder). Racers are to line up at the scales in the order that they took the chequered flag in case there was a timing system failure (exception: a driver competing in the next class to go on track after the race just completed may jump the line or with the approval of the race officials leave their kart in tech and weigh in after the completion of the next event – no additional weight to be added). After the chequered flag there should be no passing and Yellow flag procedures should be followed.

9.8 The Race Director may also alter the race length, which is normally specified in the Event Supplemental Regulations.

9.9 At Club events unauthorized passing of the finishing line after the chequered flag or Pixel light chequered MAY result in a fine or a position penalty.

9.13. 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 into the Pit In side of Pre Grid but must be stopped before entering the scale house after which the engine is to be stopped and 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 end of the grid area center line fence (prior to



the gates at the scale house walls). 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. Due to Manpower shortages HONESTY weighing may be in force, where each driver's weight is checked by the driver following.

9.14 Noise checks will be made throughout the year with a Radio Shack digital noise meter according to past ASN procedures (measured 1m from exhaust outlet at 45° at full throttle RPM. The expected noise limit at Strathmore Motorsports Park is 87dba at the North fence line in order to be quiet at the neighboring properties. The effective noise limit at the pipe will be adjusted as necessary to guarantee that neighbors are not disturbed. These noise regulations also apply at all times and for all parties using the facility. All CKRC members are empowered and encouraged to help enforce these noise limits whenever the facility is open to the public.

10.2 Any driver who is late or misses drivers meeting (Roll call will be conducted on all drivers) will start from the rear of the grid regardless of where they qualify in the Pre Final. They will also waive the competitor's right to Protest for the whole of that event.

10.3 Novice/rookie drivers may be required to start at the back of the grid (not by their qualifying time) until they have completed three events. If there is more than one rookie in the field they will line up at the back of the grid according to their qualifying times. This may be reassessed by the Race Director or the Executive and depending on the drivers ability may be waived.

10.3(a) 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

10.3d) 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.

10.4 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.

10.5 e. The maximum speed to approach a rolling start is 45 kph, and should be lower in low horsepower classes.

10.5 (k.j)The Race Director may choose not to "yellow/red" flag a race in the event of an improper start and may elect to issue a penalty either during or after the race.

10.6 **Standing Starts.** With one formation lap drivers are allowed to regain their position up to their grid spot before the last Kart has come to a stop in their grid position and only if the way through is clear. If this is not possible they must start at the back of the grid. If an abandoned start is required because of a driver not making it to his grid position he will be subject to penalty. Standing start grid will be marked in stagger and not as directed under ASN Book 1 10.6 Shifter classes may use either a standing or rolling start as determined by officials at the driver's briefing one formation lap only.

10.7 The Start signal by Pixel lights is when all Red lights are extinguished.

SHIFTER STARTS. When approaching the grid for a standing start a RED READY TO RACE light will be illuminated. Once the grid is formed this light will be extinguished (Drivers should select a gear) the sequence lights will now be switched on .... When the red lights extinguish the race has started... If accompanied by an AMBER light the start has been aborted and the GO Around procedure should be implemented.

11.4 The CKRC will use the Club championship point system, shown under Race-Day Format and Procedures we do NOT use the ASN Canada FIA Points System.

12. The blue flag will only be shown to competitors about to be lapped. Drivers who are shown the blue flag should maintain their racing line, not try to move out of the way of the faster drivers and be prepared to be passed by two or more karts on both sides (just hold the line do not veer away from the first kart into another kart passing on the other side. Read the driving instructions under rule 14.2 and particularly the penalties applied under rule 14.2.(d.e) for ignoring the blue flag when being lapped.

13.2 For safety reasons Open toe sandals or shoes are not permitted on the Pre Grid.

13.3 Prior to the start of qualifying engines may be warmed in the paddock but only with the kart securely contained and/or 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. Quiet pit regulations are in force after morning practice. If a Technical confidence run is required after maintenance and only and under the orders of the Steward/Race Director/Tech Inspector, then the Kart is to be placed in the Tech Area on the East side of the scale house where it may be started. Once the motor fires up it is to be immediately switched off. Changing a jet does not constitute a reason for a confidence check start. Engines may be started on the Pre-Grid when the checkered flag flies for the previous class (still on the track) or at the direction of the Pre Grid official.

13:8 NO street or heavy vehicles are allowed on the paved asphalt East West pit Runner -karts, kart stands and Club golf cart only!

13.9 Scanners and other electronic equipment tuned to the Marshals radio frequency and used to undermine Officiating are not permitted. Offenders will be subject to penalty up to and including exclusion. FM Radios tuned to the Pre Grid frequency for call up to the grid or competitor related announcements are permitted.

13.11 Unless otherwise stated in Event Supplemental Regulations or at drivers meeting hot pits will only be in force when a Stop / Go penalty is being served.

14.1(b). 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. Drivers regaining the racing surface from the pit road must do so in a safe manner whilst being prepared to stop if necessary.

14.1 (k) When safe to do so, drivers may effect minor repairs to their karts whilst on the course. Drivers may have assistance to effect minor repairs from up to 3 mechanics if the Kart is brought back to the pit road by the driver only.

17. With respect to rules 17 through 20: An entrant may request the presence of their class representative, 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.

19.7. The fee for a technical protest of a kart or kart parts under section 19.4 shall be reduced to \$75 from \$500. Protest of on track conduct 19.4 is \$250 reduced from \$500. 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.

20.1 In the case of appeal a board of 2 executive members and one senior Club member or 1 executive member and two senior Club members will preside. A list of senior Club member candidates will be drawn up by the executive. Appeal Fee is \$500.00 reduced from \$1000. A minimum of \$100 will be retained regardless of decision.

### **Modifications to ASN Book 2 Technical Regulations:**

3.1, 3.2, 3.3 The Pre-Technical Inspection, 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.

3.5 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 as completed on MotorsportReg.com unless otherwise stated in Event Supplemental. 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 will keep charge of any hard copy Pre-Technical Inspection Self Declaration Form if used and make it available to the Technical Delegate / Inspectors as necessary. In addition random Pre and Post Race Technical Inspections will be routinely performed by officials on classes throughout the season.

4.2 May not be enforced.

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. 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.

8.1 a) & b) Chassis that meet the criteria of 8.2 in the opinion of the CKRC Technical Delegate are deemed legal. Rotax Mini Max chassis that conform to 2016 RMC Regulations are legal to race with 2017 spec chassis.

8.4. Any Cadet / novice karts raced in prior seasons that do not meet these dimensions may be raced only with the permission of the Technical Delegate and only at Club events. Maximum width in the senior and masters Briggs & Stratton LO206 classes is 140 cm

8.15 Where cadet or Novice karts are permitted all karts may use rear wheel/tires that meet the specifications for the front wheels, this applies to both wet and dry tires (this modification specifically applies to rule 7.g for Junior 1 and Micro Max). Senior 4-stroke karts may use a maximum rear wheel width of 215 mm.

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

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

8.26 Each kart in a given class must have a unique TWO digit number. The appropriate third prefix digit as defined by ASN to identify National Classes may be present on the number panel BUT the final TWO digits must be unique. Our timing system and scoreboard use a two digit system to identify karts to officials and spectators. Competitors are responsible for selecting and registering acceptable non-conflicting numbers by researching numbers used in recent years in their class and registering to use a vacant number on MotorsportReg.com. Returning Club members have "rights" to their past number but these become vacant after the first race of a new season where they did not use their number in the previous year. Help selecting a number is available from the class rep and in their absence

the Club manager. . **If a driver with a National number (3 digit) clashes with a club members reserved number (2 digit) ie NATIONAL #123 CLUB #23 the club member number will take precedence over the National number and the National number Kart will need to change number.**

8.27 If a National Registered three digit number is displayed on a kart the first digit must correspond to the National class structure AND THE LAST TWO DIGITS MUST BE UNIQUE WITHIN THE CLASS.

9.1 SPEC TIRES : The 2018 Spec tire for all Briggs classes, (Senior , Junior and Cadet) ... is

- Dry : Max 1 Green and Wet: Max 1W5 OR Mojo W2 tires
- Rotax Dry : Max 1 Blue and Wet : Max 1W5 OR Mojo W2 tires
- Shifters - any CIK dry tire designated as Option / Prime, F /Z (7.), wet tires not specified
- The Senior Open class (non - shifter) – any CIK dry tire designated as Option / Prime, F/Z wet tires not specified

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 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 (b) All classes may replace one front and one rear tire if damaged and only upon the agreement of the Steward/Race Director/Tech Inspector (must not exceed the limit of 6 tires per event). Cords/Nylon showing is not a reason for replacement (Bad tire Management).

13. Rotax classes shall be inspected according to the relevant specifications as modified by these Club supplemental regulations.

16.1 & 2 and 17 This update shall serve as the notice required in the supplemental rules for all Club events. The SPEC GAS STATION for spec classes is the Petro-Canada located at 604 Westmount Road Strathmore Alberta. (located North side of Hwy 1 as you enter Strathmore from Calgary). 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 understood that all pumps draw from the same underground holding tank. If this gas station is closed the spec gas station will become the Esso station at 503 Hwy 1 Strathmore Alberta (South side of Hwy 1 about ½ mile into town from Calgary direction. The spec sample will be taken from the highest even numbered working pump on the self-serve side of the spec gas station. It is mandatory that all competitors use fuel from the specified fuel station. All classes except Shifters and Senior Open are to use Premium graded fuel drawn in adherence to and from the source above.

“Old” fuel bought for previous weeks racing may not pass the fuel test and if it fails may 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.

**Shifters and Senior Open – Club Race Gas Regulations:**

The Digatron DT-15 fuel tester 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.

18.1 Spec gasoline the fuel must register +/-10 points on the Digatron DT-15 fuel tester after that meter has been zeroed on that gas as mixed with the specified oil(s) if required by class regulations.

Competitor's fuel samples will be taken from the kart's gas tank, fuel line to the carburetor or carburetor bowl.

19. More than one camera may be mounted to a Kart and securely fixed. Any footage shot may be seized by the Racer Director or Steward to view to aid support of a driver's innocence or in apportioning blame and the issuing of penalties.

#### **Race Day Format, Procedures & Scoring:**

Unless stated otherwise in the Event Supplemental Regulations the format for Club races will be Qualifying, Pre-Final and Final.

The number of laps are: Practice 5 minutes, Qualifying 6 minutes, Pre Final 10 Laps Final 12 Laps

Classes 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, second and third place finisher of the B Final will start at the back of the A Final grid.

Club Championship Points – all races will have the potential maximum of 200 points for the day.

Points shall be awarded as follows: Qualifying, & Pre-final / heat races: 1st 50 points, 2nd 49, 3rd 48 etc

Final: 1st 100 points, 2nd 95, 3rd 92, 4th 90, 5th 89, 6th 88, 7th 87 etc.

A win in the Final, & first in Qualifying, & first in the Heat race would get a total of 200 points

A win in the Final, & a win in both Heat races (alternate format with no qualifying) would also receive a total of 200 points.

#### **Club Championship points:**

Starting the 2018 race season, members from EDKRA will be entitled to accumulate points toward the CKRC championships and ultimately win it. The EDKRA will reciprocally count CKRC members in the EDKRA championships and they too can also win it. This agreement was brokered between the 2018 Executives to bring us in line as a Provincial Karting entity to encourage travel and growth of the Alberta Karting Association. This does not include other ASN Clubs unless an agreement between Executives has been brokered.

A competitor who is not eligible for a refund of registration fees in a given class, will receive last place race day points for each portion of that classes events providing they completed a competitive lap (subject to all race day penalties, exclusions or Technical 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. (Fifth place points)

If a class completes the pre-finals points will be doubled to match the potential points available had the event been completed. A similar method will be used to arrive at a 200 point potential if an alternate Club race format is in effect.

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 day (i.e. entire event would be inclusive of the whole race day heats which are qualifying, pre-final and

final. This would have to be a very serious infraction). If a driver is disqualified for a technical issue in one of the heats (i.e. prefinal), they can throw away that race.

Only those who are full annual members of the Calgary or EDKRA Clubs) at the time of the event, will be counted in the Club championship point's series. Check the race schedule as posted on ckrc.com for the number of throwaways in a season. 2016 was the first year that the two Alberta Series events in Edmonton were counted towards the Club Series Championship (giving a total of 13 races with a corresponding increase in the number of throwaways to four).

Racers should expect to run rain or shine. A decision on the day of the event that the race is cancelled shall be made by the Steward in conjunction with the Race Director no earlier than the normal close of registration and no later than noon. Dangerous thunder activity or a flooded track would be a reasons to cancel an event on the race day. A short practice will follow any decision to race, after which racing will begin on a format that may be shortened as necessary.

A race will only be cancelled or postponed and no points awarded if it is so published on the Club website and emailed via MotorsportReg to Club members before the Saturday of the event weekend; typically a race would only be cancelled by the executive for expected bad weather if the consensus of the weather forecasts is for a wet race day with maximum temperatures of 8°c or less. In which case the event may be re-scheduled to one of the rain out dates on the annual Club race schedule.

If a race is cancelled on the day of the event before any qualifying or heats are run 5th place points (46 +46 + 89 =181 total points) will be awarded to all competitors who validate a legal entry in person at "registration" (insurance documentation sign in) that day.

Some or the entire entry fee may be refunded at the discretion of the Executive if the event is not completed.

**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 Race Director 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. 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.

**Club 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 ("shifters" and senior non shifter Open). 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 yearend 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. Micro Max karts are not yet an official CKRC class and are accommodated on a temporary basis.

#### **Throwaways:**

A competitor 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 2017 an individual counts 9 of 13 Club Races towards the Club Championship (to Alberta Series Events at the Edmonton Club track are included in the CKRC Championship Series) 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 9 of 12, 9 of 11, 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. A Technical exclusion MIGHT entitle the driver to last place points (RARE and dependent upon Technical Directors / Race Directors report and recommendation).

#### **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.

#### **Specific Club Class Rules:**

##### **Briggs & Stratton Cadet Age 8–12**

The only Championship eligible engine in this class is the restricted Briggs & Stratton per current Canadian Briggs & Stratton LO206 "Junior 1" Engine specifications at [www.asncanada.com](http://www.asncanada.com) Specifically the Briggs Green carburetor slide, 0.490" opening we do NOT use the cadet engine spec with the 4100 rev limit or the Red slide. Tires Vega Max 1 Green 4.5" tires may be used front and rear Class weight: 240 lbs (not as per ASN National class rules) New entries in the class must have logged practice time (250 laps minimum) and have demonstrated that they can lap within 107 % of the fastest qualifying time.

##### **Briggs & Stratton Cadet Qualifying**

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 CKRC Championship points.

##### **Briggs & Stratton Junior Age 11-16 (option year 15)**

The only Championship eligible engine in this class is the restricted Briggs & Stratton per current Canadian Briggs & Stratton LO206 Engine specifications at [www.asncanada.com](http://www.asncanada.com) Briggs yellow carburetor slide (0.570" opening) Tires Vega Max 1 Green

##### **Junior Rotax**

As per Canada RMC Regulations.

**Age (as per Canadian RMC regs)** up to 16 see RMC Regulations check with Club regarding participation by those over 15)

All Motors to be ran to current Canadian RMC specifications.

In Calgary the dealer is: Overdrive Motorsports / Joey Guyon

Weight as per RMC Canada Imperial measurement

NGK BR8EG, BR9EG & BR10EG may be used in addition to any RMC legal spark plugs.

Rookie drivers must use exhaust restrictor for the mini max until they graduate from rookie status (i.e. they have competed in three kart events).

Tires Vega Max 1 Blue

#### **Mini Max Age: (as per Canadian RMC regs)**

All Motors to be ran to current Canadian RMC specifications. In Calgary the dealer is: Overdrive Motorsports / Joey

Guyon odkarts.com Carburetion will be as per RMC Canada regulations Blue intake restrictor as per RMC for non-

Evo engines No intake restrictor for Evo as per RMC regulations Gearing 13/82 or 12/76 as per RMC regulation

New style air box required 2011 clutch bearing and o-ring required Only Rotax OEM inline fuel filter or none

permitted Weight as per RMC Canada (Imperial measurement)

Tires Vega Max 1 Blue

NGK BR8EG, BR9EG & BR10EG may be used in addition to any RMC legal spark plugs

#### **Senior Rotax Age: as per Canadian RMC Regulations**

All engines to be ran under current Canadian RMC regulations. In Calgary the dealer is: Overdrive Motorsports/

Joey Guyon Carburetion as per RMC Canada regulations Carburetion exception: for Non-Evo engines the original

12.5 carburetor may be used with only the 30/30 pilots and 5.2 floats along with either K27 or K98 needle. No evo

components may be used with this combination. Old style airbox is permitted on engines without evo upgrades

only (if there are any Evo components, this airbox is not permitted). Gearing is open Old style clutch is permitted

on legacy engines (non-evo engines shipped with old clutch) 2011 clutch bearing and o-ring required Weight as per

RMC Canada (Imperial measurement)

Tires Vega Max 1 Blue

NGK BR8EG, BR9EG & BR10EG may be used in addition to any RMC legal spark plugs

#### **Max Masters: Age: as per Canadian RMC Regulations**

All engines to be ran under current Canadian RMC regulations. In Calgary the dealer is: Overdrive Motorsports/

Joey Guyon Carburetion as per RMC Canada regulations Carburetion exception: for Non-Evo engines the original

12.5 carburetor may be used with only the 30/30 pilots and 5.2 floats along with either K27 or K98 needle. No evo

components may be used with this combination. Old style airbox is permitted on engines without evo upgrades

only (if there are any Evo components, this airbox is not permitted). Gearing is open Old style clutch is permitted

on legacy engines (non-evo engines shipped with old clutch) 2011 clutch bearing and o-ring required

Tires Vega Max 1 Blue

NGK BR8EG, BR9EG & BR10EG may be used in addition to any RMC legal spark plugs

Weight is NOT as per RMC Canada it has been raised to 395lbs

#### **Briggs & Stratton Senior Light / Heavy. As per Canadian Briggs and Stratton LO206 Regulations available at [www.asncanada.com](http://www.asncanada.com) Age 15+**

Weight 340 Light 375 Heavy Maximum rear rim width and overall kart width is the same as for the senior two stroke classes.

#### **Shifters Age 15+**

Single cylinder up to 125cc max with 2 to 6 gear ratios Weight 385lbs Moto 405 Italian KZ Style motors

Fuel – race gas allowed – fuel is teched by cyclohexane method see technical regulation update 16 and 17 above.

Recommended Race fuels that are locally available include Fury and VP. Tires – any CIK Option / Prime F/Z tires

allowed (7). Potential competitors are encouraged to read the class forum at [www.ckrc.com](http://www.ckrc.com) in order to see the

direction that the current competitors wish to take the class as it evolves.



**Senior OPEN Age 15+**

Any engine or class structure not represented 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 followed. Fuel with Premium or by race gas rules according to the rules provided. Any CIK homologated tire except "soft" allowed.

**Membership:**

Karter's who live in the Calgary region (defined as anywhere in Alberta South of the southernmost city limit of Red Deer) are required to be CKRC members in order to race or practice.

Single day Club memberships are available to validate ASN insurance requirements – apply and pay online at MotorsportReg via ckrc.com, A maximum of one single day membership already paid in the membership year may be applied to reduce the cost of an annual membership. No day memberships may be bought on those days where the Club holds annual or special meetings. Fees will be refunded if payed for in error online.

Karter's 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) in order to practice or race.

**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 "Shifters"

**TROPHIES IN THE SENIOR OPEN (NON –SHIFTER) CLASS: No trophies will be supplied by CKRC No points will be awarded.**

**CLAIMER RULE**

**For 2018 CKRC will operate the claimer rule as set out below**

**Taken from Canadian RMC/RMCGF Sporting regulations 2017**

**Version: March 22nd, 2017**

**7.16 Claim Rule**

**7.16.1 Only the drivers who finished on the same lap as the winner of a final race can claim an engine.**

**7.16.2 The claim must be submitted to the technical inspector after the end of the final race. The claim can be submitted at any time before the winning engine is released from technical inspection by the technical inspector. After the release, no one is allowed to claim the winning engine.**

**7.16.3 If more than one driver wishes to claim the winning engine, the driver with the worst place finish will have priority. Driver(s) who want to claim the winning engine must be at the technical area when the kart is released by the technical inspector. If not, the driver will lose his right to claim.**

**7.16.4. The claim applies to the engine itself and all accessories that come with a new engine.**

**7.16.5. The price to pay for the claimed engine is the suggested retail price, plus local taxes plus Five hundred dollars (ROTAX) and \$250 (BRIGGS AND STRATTON). Find below the suggested retail price:**

7.16.6 The engine and accessories are sold “as is” without any warranty from the winner.

7.16.7. A driver cannot have his engine bought more than twice during the same season (to prevent abuse).

7.16.8. If the winner doesn't want to sell his engine to the claimer, he will be automatically excluded from the event and his results of the day will be void. The technical inspector will prepare a written report of the refusal from the winner to sell his engine to the claimer. This report will be prepared after the first refusal from the winner and the winner will not be allowed to change his decision.

7.16.9 A driver cannot claim more than one engine during the same year (to prevent abuse).

7.16.10 Only the driver who claimed the engine will be allowed to use the claimed engine in a Rotax Max Challenge during the same year. The only exception is if the same engine is claimed by another competitor in a subsequent race. After another claim for the same engine, only the last driver who claimed the engine will be allowed to use this engine in the same season.

### **Please see below for pricing on Rotax Briggs and Claims:**

\* The prices represent the purchase of a new engine with accessories, plus taxes plus original verification & sealing procedure. Prices are subject to change if retail price of the engine changes.

The engine must be paid in cash immediately. The money will be given to the winner when he gives over the engine, its accessories and technical passport to the claimer. The technical inspector must write a report showing the name of the race winner, the name of the claimer, the serial number of the engine and the fact that the engine was given to the claimer and paid. This report must be immediately given to the event Steward. A copy of the report must be sent as soon as possible to the RMC national manager Patrick Moreau by e-mail at [patrick@maxchallenge.ca](mailto:patrick@maxchallenge.ca). For Briggs engines and Rotax engines the Club Executive, Technical inspector and Race Director will also be given a copy of the report to file.

### **ROTAX**

DD2 engine: \$5000.00\*

FR125 Max: \$3980.00\*

FR125 Max Junior/Mini: \$3800.\*

Example of a FR125 MAX Junior engine claimed in Calgary: \$ 3800.00 + GST (\$3990.00) + \$500 (Claim fee) = \$4490.00

This package does NOT INCLUDE THE BATTERY, engine mount, water temp sensor, or exhaust supports mounted to chassis, clutch guard if aftermarket, chain guard, chain, rear sprocket, throttle clamp .

It does include: Complete engine with clutch and starter with radiator mounted, clutch guard if plastic Rotax one. Airbox, fuel pump and bracket, coil bracket, ecu, and power valve components if applicable. Exhaust pipe with Evo cradle and springs, wiring harness, battery box & top with switch, throttle cable and housing.

### **Briggs and Stratton**

\$1500.00 All SENIOR Class engines

\$1545.00 All JUNIOR Class engines (\$45 for the carb slide and restrictor top)

Example of a Junior Briggs and Stratton engine claimed in Calgary: \$ 1545.00 + GST (\$1622.25) + \$250 (Claim fee) = \$1872.25

This does **NOT INCLUDE**: Engine mount, data acquisition components, chain guard reaching from clutch guard to chassis. Chain or rear sprocket.