



What is Kart Racing

Kart racing is a competitive and exciting form of motorsports that was born in the late 40's early 50's. Since its original inception the sport of karting has greatly evolved into an International sport that is regulated by the Worlds Governing body the FIA (Federation de International Automobile) and the CIK (Commission de International Karting). Most of today's top racing drivers can be traced all the way back to karting. It offers the cheapest way into motorsports and is the closest open wheel racing in its purest form you will ever take part in. Karting is very much a family orientated sport and by just looking around the circuit you will find Dads wrenching karts and mums and sisters preparing lunch or occupying many of the volunteer positions required to put on a successful race day. Karting is also a sport where boys and girls and men and women compete on equal terms. Physically disabled drivers can also take part by means of specially modified equipment.

Like most sports you can achieve different levels depending on your drive and motivation and karting allows those with the ambition to take it to its ultimate level to do so, but equally allows just for fun drivers the chance to race at their own level. Budgets vary within karting from astronomic to family budgets but at the end of the day the driver more than in any other form of motorsports has the greatest input, so in reality a very good driver with a basic budget can outperform an average driver with a very large budget.

Racers can elect to just race at their club or there are many opportunities to travel further afield to race at other clubs or in other Provinces or indeed in other countries (USA and Europe).

Whatever your level of involvement may I be the first to welcome you as a member to the best and largest Kart Club in Canada, **Calgary Kart Racing Club.**

PRACTICE DAYS

At CKRC we have two weekly supervised Test and Tune (T and T) days which are Tuesday and Thursday evenings from 4pm until 9.30pm. Other than that if the circuit is not booked by another user you may come and use the circuit as long as there is a trained T and T Supervisor present. To find out if the circuit is available you should log onto www.ckrc.com go to the forums then click on **Event Schedule** and a calendar will appear (this can change daily or even hourly in the summer months so please check to see if it is available before you leave). Note: **You must become a T and T Supervisor to be able to gain access to the circuit as ALL members have a Card key.**

Test and Tune Supervisor courses are conducted by on line study and writing the multiple choice paper then submitting it to the manager. If you are a single member you need a T and T supervisor with you at the track as a safety person and any family friend



or buddy over 18 years old can sit this test, submit it and act as your supervisor.

To get your membership approved,

1. To get your chassis Sticker and key pass you must have signed up to the RVF part on motorsportreg.com. An electronic circuit key is included with membership, if over 18. For juniors, parents must take responsibility on behalf of the junior member for the key.

2. You must study and sit the Test and Tune Supervisor course and test.

3. After initially completing the course you have to do one training session, an hour with the Clubs Practice Supervisor to learn the procedure. Once you have done this you are cleared to run a session yourself. If the club appointed T and T Supervisor is not available at all you may step in to take over a session and will be credited the volunteer hours for the time.

Please note whilst acting in this capacity you are not allowed to have any karts ON the circuit.

Once qualified Test and Tune Supervisor lasts for 5 years although you must download the latest version of the regulations every year and make sure you are fully aware of any changes from the previous years.

THE CLUB TEST AND TUNE SUPERVISOR HAS THE FULL AUTHORITY OF THE EXECUTIVE AND THE MANAGER AND AS SUCH MUST BE OBEYED AT ALL TIMES. NON COMPLIANCE WILL RESULT IN MEMBERSHIP SUSPENSION.

4. As part of your RVF Commitment you must do 1 Try A Kart date by Signing up via motorsportreg.com (MSR)

5. 20 hours of General volunteering (Single member) 30 hours (multifamily).

6. Once you have completed your commitment your \$600 / \$800 Commitment will be worked off and you will not be billed to your card at the end of the year. Any hours not fulfilled and your card will be charged (You may get \$20 / hour worked credited to you if you have completed over 50% of the required hours. NOTE: AS A NEW MEMBER YOU WILL NOT BE CHARGED FOR YOUR FIRST YEAR BUT YOU MUST STILL SIGN UP FOR THE RVF PORTION ON MSR.com. Nothing is deducted or held against your card at this point.

A Card key is a privilege and not a right and any abuse of the system i.e. loaning your Card key to non-members or non-qualified members or non-compliance in any way may result in your key privileges being withdrawn anytime without recourse. We can just turn your access off at the flick of a mouse.

As a member you WILL want to drive on the circuit either for fun or in competition. As mentioned there will either be a Test and Tune supervisor there on practice days or on



race days there will be race officials.

In motor racing communication between the on circuit drivers and the on circuit race officials is carried out by means of an internationally recognized system of coloured flags and written signs and these flags are also carried over in the practice sessions and used by the practice supervisor as a way of communicating to the practice drivers too.

On both days a driver will have to be able to recognize certain flags and know what they mean to be able to operate safely, not only for their own safety but also the safety of others.

Below are flags that **YOU NEED TO KNOW**.

Let's go through each flag and tell you what they mean, where you will see them, and what you should do once you see them. It is every driver's responsibility to observe and react to the flags and as you will see some can have some very serious consequences if drivers decide to ignore them.

When you get to racing it is not a defense to say that you never saw the flag as you should be alert at all times looking down the circuit. Here at our track we are also very fortunate to operate under the **Pixel Light** system as well, which mimics the flags and warning boards but in **LED** Lights.

There are 6 Lights around the circuit that are operated by the flag marshals or the Race Director and also a main Multi-Function board and start lights just past the Start Finish line in both directions. These lights are operated via a touch screen computer up in Race Control (AKA The Crow's Nest).

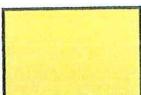
So here are the flags and their meanings if you do not understand them or have any questions it is very important that you get me to explain it again.

NOTE: Throughout this document you will see reference to ASN (Association Sporting National) which is a countries sport's governing body, up until 2020 Canada had a ASN but at the moment we do not. However, we will still be operating under the rules and regulations from ASN Canada FIA that were in force in 2019, hence why we still make reference to them.

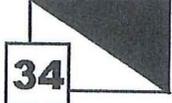
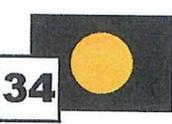
FLAG SIGNALS

These flag signals are used at all ASN sanctioned events.



<p>Green</p>		<p>Used by the Starter to start all track sessions and races, and sometimes by corner marshals to indicate that the track is clear.</p> <p>Some races may be started by using a light system.</p>
<p>Yellow</p>		<p>Any YELLOW flag is a signal of danger of any nature at or beyond the station displaying the flag.</p>
<p>Yellow Motionless</p>		<p>Take care, Danger, Slow down. NO PASSING FROM THE FLAG UNTIL PAST THE EMERGENCY AREA.</p> <p>Note: A driver may encounter several YELLOW flags before reaching the emergency area. The requirements are the SAME, SLOW DOWN, NO PASSING.</p>
<p>Yellow Waved</p>		<p>Great Danger, Slow Down. Be prepared to stop. NO PASSING FROM THE YELLOW FLAG UNTIL COMPLETELY PAST THE EMERGENCY AREA(S).</p> <p>Note: AT AN EMERGENCY AREA, THERE MAY BE MULTIPLE KARTS INVOLVED IN AN INCIDENT. IT IS THE DRIVER'S RESPONSIBILITY TO NOT PASS UNTIL FULLY PAST THE END OF THE EMERGENCY AREA(S).</p>
<p>Black Flag Displayed By The Starter And Black All Posts</p>		<p>Notifies drivers that a session has been halted because of a reason other than accident or incident, a BLACK flag will be shown at the Start/Finish line and simultaneously each corner post will display a BLACK flag. Drivers complete the current lap and proceed to the pits.</p> <p>Karts entering the pits must remain in single file and stop in the pit lane. If during a qualifying or race session, no work or service shall be performed on any karts until after the track has been re-opened, except under the direction of the Steward(s) or Technical Delegate.</p>
<p>Red Flag At Start/Finish And Red All Posts</p>		<p>Should a decision be made to stop any track session, including a race, because of an accident or an incident, a RED flag will be shown at the Start/Finish line and simultaneously each corner post will display a RED flag.</p> <p>During a practice session it is the responsibility of all drivers to immediately slow down, no passing is allowed, exercise extreme caution, be prepared to stop if instructed to do so, proceed to the pit lane and STOP.</p> <p>During a qualifying or race session it is the responsibility of all drivers to immediately slow down, stop racing, no passing is allowed, exercise extreme caution, be prepared to stop if instructed to do so, proceed to the start/finish line and STOP.</p> <p>Karts must stay in single file. If during a qualifying or race session, no work or service shall be performed on any karts until after the track has been re-opened, except under the direction of the Steward(s) or Technical Delegate.</p>
<p>Blue Flag Motionless</p>		<p>Another competitor is following you very CLOSELY. .</p>
<p>Blue Flag Waved</p>		<p>You are about to be lapped by a faster kart(s). The driver must yield the racing line to allow the overtaking kart(s) to pass them safely. Failure to obey the BLUE flag may result in the BLACK Flag with kart number being shown and additional penalties may be issued.</p>



Yellow Flag With Red Stripes		<p>Advise drivers to take care. Used to indicate a slippery surface such as the presence of oil, water and/or debris on the surface</p>
White Flag		<p>Informs driver that a vehicle which is traveling at a much slower speed than the competing karts is on the track. The slow moving vehicle might be an ambulance, service vehicle or a slow moving kart.</p>
Black & White Triangle, With Kart Number		<p>Warns the driver of unsportsmanlike or unsafe conduct and that a penalty may be pending.</p>
Black Flag, With Kart Number		<p>Informs the driver to complete the current lap and stop for consultation at the pits, or at a location designated by the Steward(s) or Clerk of the Course/Race Director. A driver who fails to obey this flag after it has been displayed twice will be excluded from the results and additional penalties may be issued.</p>
Black Flag With Orange Disk, With Kart Number		<p>Informs the driver of a mechanical problem likely to cause danger and to reduce speed and stop at the pits. Failure to obey this flag may result in a BLACK flag with kart number being shown, the driver will be excluded from the results and additional penalties may be issued.</p>
Checkered Flag		<p>A BLACK and WHITE CHECKERED flag. Racing must stop and all drivers must slow down and return to their pits or other designated area.</p>
Checkered Flag with Black Flag		<p>A BLACK and WHITE CHECKERED flag combined with a BLACK flag may be shown at the completion of a race. These flags indicate that the race is under enquiry by the race officials.</p>
Blue With Red "X"		<p>Shown to a driver about to be lapped or who has already been lapped. The driver must stop racing, maintain racing speed and return directly to the pits. Drivers who do so will be scored in the position they were in the last time they crossed the timing and scoring line. Failure to obey this flag will result in a BLACK flag with kart number being shown, the driver will be excluded from the results and additional penalties may be issued. This flag is unique to karting and may only be used at events if specified in the Supplementary Regulations.</p>



Pixel Lights System

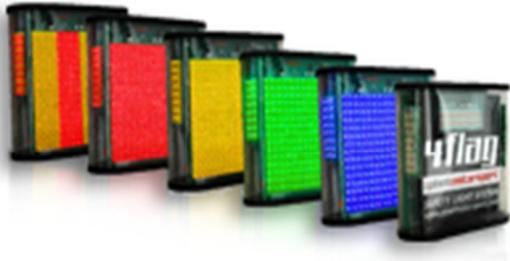


Starting Lights feature **Red and Amber lights in two banks**. When approaching the start (Rolling start) lights will be red ... when they extinguish the race has started and overtaking may commence immediately. If the Amber light illuminates as well, the start has been abandoned and the **GO AROUND** procedure must be followed.

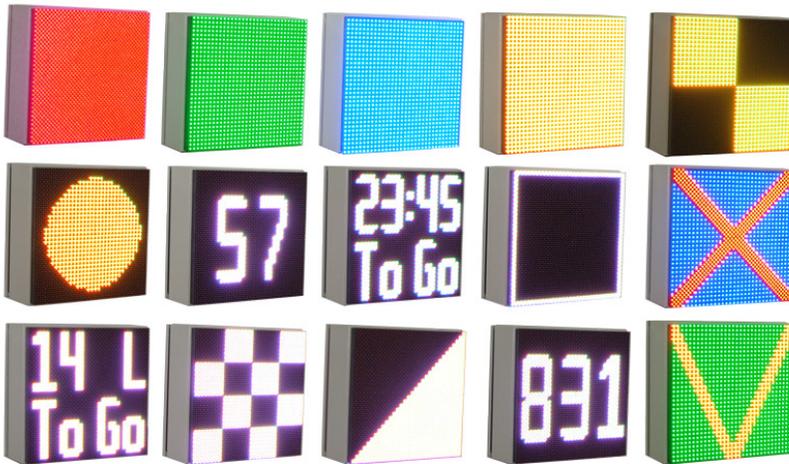
Shifter (Standing Starts) A ready to Race Sign will be illuminated when you come to the grid and stop in your grid position. Once the grid has assembled this light will go out which will indicate for you to engage a gear and start to build your revs. The starting sequence red lights will now illuminate. Once the lights go out the race has started If the lights are accompanied by an Amber light the start has been abandoned and the **GO AROUND** procedure must be followed.



A white display will be used at Start Finish line on the multi-function board to indicate LAST LAP.



On various places around the circuit you will see the 4 Flag system on stands these mimic the track conditions along with flags from marshal stations. These must be obeyed at all times.



On the Multi-Function Display you may see just some of these including Time to go (Qualifying) Laps to go (Race) as well as any penalties along with your Kart number.



The Four flag system can be controlled via remote control by either the Marshal out on track ... or by the Race Director or his assistant, or via the touch screen monitor in Race Control (Crow's Nest)

You may notice ONLY the Race Director has a controller with a Red Flag on it.



The touch screen monitor is the main way to operate the system and can perform hundreds of different functions.

If you ever have time, ask the Grid to ask the Race Director if you can visit to see what goes on up in the tower.



RACE DAY OFFICIALS

When you first arrive at a race circuit there are a few things that you have to do and a few people that you have to see. Some of these people you will have direct contact with and some you won't, although be assured they are all there for you, to enable you to race in a safe and controlled environment.

Most of these people are **volunteers** who put in many hours so that you may pursue your passion of motor racing and without them racing cannot go ahead.

Abuse of any signed on official whether verbal or physical will not be tolerated by anyone and severe penalties will be issued against the person and driver concerned (remember the driver is responsible for the actions of all his pit crew and supporters and as such will ultimately be penalized for their actions). **All orders and directions from any official must be obeyed and should be accepted as if they had come direct from the Race Director (RD)**

So here is a list of race day officials and what their duties are:

Administration: You have entered on line via www.motorsportreg.com (you need to register for an account) but you must still sign the Waiver. Junior drivers **Parents must sign two copies of the Parental Waiver** (If you are divorced both parents must sign). This is signed once a year and one copy is kept by you and the other kept by the club. In the title Event write "**All and Any CKRC Sanctioned Events**". Please do this today and mail one copy to the Manager at the Clubs PO Box.

Timing and scoring: These are the officials that log your Race and Transponder numbers into the lap scoring computer and keep track of the races as they are running. They inform the finish line when to display the chequered flag and keep the RD informed of who the race leaders are if required. The Event Timer is classed as a **Judge of Fact** (to be covered later). Don't forget to register your **transponder number** with them if it has changed since you registered on line. **Please also remember to charge your transponder.**

Starter: This official starts the race and may end the race. This duty may be done by the RD or an Official Starter. He also is classed as a **Judge of Fact.**

Grid Marshal: This official is in charge of ensuring that the grid is formed up in the correct order and that karts enter and leave the circuit in a safe manner. He / She works very closely with the RD to ensure that the event runs smoothly and to schedule.

Track Marshals (Corner Workers): By far the most important volunteer at the circuit, these officials occupy marshal stations around the circuit and pass information to the drivers and RD via an International system of coloured flag signals and written signs. They work directly with the RD and have the full authority of the RD. They may also act as testimonial witnesses in any on track incident and subsequent judicial hearing.



Weigh Scales: The official in charge of the scales ensures that every competitor meets the specific class MINIMUM weight. He / She will inform the RD if a driver weighs in underweight so that a penalty can be enforced. He / She will also enforce the No Load Area and will check for Push Back Bumper infringements and will then report back to the RD if anyone breaks the rule and should be subject to penalty. He/She is also a **Judge of Fact**.

Medical Staff: Although not always thought of as officials they are. They administer any medical attention that is required to drivers, mechanics and the spectators. They will inform the RD if they think that an injured driver is unable to continue and as such the RD will always uphold their decision.

Race Technical Scrutineer /Technical Delegate: This official conducts post-race inspection to determine the entrant's eligibility and conformity to the technical regulations. He / She is a **Judge of Fact (Technical Delegate)**.

Race Director RD: This official is in charge of the race meeting overall and all other officials operate directly under Him / Her. He may also act as Steward as well and issue any penalties that are required.

Steward: The Steward acts to issue any penalties that are required or can sit to hear any Appeals that are brought against the decision of the RD.

ABUSE TO ANY OF THESE OFFICIALS WILL NOT BE TOLERATED AND SEVER PENALTIES WILL BE IMPOSED UPON ANYONE FOUND DOING SO.

These penalties will be imposed in guidance with (ASN Standard Penalty Guidelines) or the club Regulations and will not be limited to any private legal action that could be brought.

PROTESTS & APPEALS

Judges of Fact: As you have seen some officials are classed as **Judges of Fact** this means their decisions put before the RD are classed as fact and as such can't be protested against.

Protest: It is every driver's right to protest another driver either on a believed driving infraction, a believed technical infraction or any incident that is contrary to the General sporting/Technical or club regulations. A protest at club level for a driving infraction is



\$250 but for a suspected technical infraction it is **\$75**. Refer to the CKRC Supplemental Regulations for more details (download on www.ckrc.com).

A protest form must be filed with the RD within 30 minutes after the alleged incident or the official finish time of that race. It must be correctly filled in and be presented with the appropriate fee to the Grid Marshal or RD. The RD or Steward will inform the parties involved when a hearing will take place, if the hearing is not being heard until the end of the event racing may still take place at the discretion of the RD. It is not up to the RD to provide or assist with a protest form. **The Race Director will not hear any complaints from drivers against other drivers or penalties issued without the Protest fee and form being submitted.**

Appeal: If after a protest or a penalty imposed by the RD you believe you have not been dealt with in accordance with the Regulations, you have the Right of Appeal over the RD decision. An Appeal form must be filled out and filed with the Steward or Grid Marshal along with the appropriate fee. The Steward will inform both parties of when the hearing will sit. This can be up to 7 days later, but not within 24 hours of the event finish time. An Appeal is **\$500**.

If the RD is also acting as Steward at the meeting, the Appeal will normally be heard by a Convened Board. At CKRC 2 of the 4 current Executive (If no conflict of interest arises) will sit along with a Club Member or two chosen at random. If this is unachievable representatives from Edmonton and District Kart Racing Association (EDKRA) may be sought.

If the Appeal is upheld all fees will be returned to the Appellant and any championship points and awards will be reinstated. In this case the RD should be informed of your intent of appeal within the legal time frame so that the club Executive may be informed and a hearing to see if the appeal has foundation for a hearing can be held. Once the decision to appeal the RD decision has been taken no further contact with the RD is permitted. If the Appeal board decides there are no grounds for appeal the appeal fee will be forfeited.

PROTESTS AND APPEALS SHOULD NOT BE TAKEN LIGHTLY AND SHOULD ONLY BE INITIATED AFTER CAREFULL CONSIDERATION OF THE FACTS AND AFTER ALL EMOTION HAS BEEN SET ASIDE.

This said all entrants have the Right of Protest and Appeal and should exercise their right if they feel it is appropriate.

RACE DAY

During a race day certain procedures need to take place to make for a smooth day.

After arriving you will want to set up your pit space. Check that you are not going to be setting up in a reserved pit space (most circuits will reserve you your pit space for a



fee). Contact parking@ckrc.com

Ensure you set up your pit area so that access in and out is possible. Ensure that safety is a main priority.

Keep gasoline in a cool area (if a fuel farm is not in operation) and ensure good ventilation when refueling and remember **NO SMOKING**. You are required to keep a good quality 5lb Dry Powder extinguisher to hand in your pit area preferably at the pit space entry to facility easy access to anyone that may need to fight a fire. **Please be aware of the inherent risks of refueling in dry atmospheres.**

Ensure your kart and equipment is ready to race, and then take the opportunity to take your kart and race clothes to the scales and weigh. If you are under the class weight now is the time to add lead or similar weight (refer to the ASN Technical regulations).

Now is also a good time to walk the circuit.

PRACTICE

You will be required as a Rookie to take part in practice, so consult the race day schedule for your class practice order and listen for announcements over the speaker system.

Once on the Pre Grid place your kart on the floor and take the time to sit and think about what you are about to do.

When you get the order to start your engine (Grid Marshal) ensure you have your foot on the brake. Enter the circuit when instructed to and **ensure you keep to the blend line ALL THE WAY ONTO THE CIRCUIT. Raise your hand when entering the circuit.**

Remember Practice should be used to assess how your kart and engine are performing and not necessarily to post the fastest time. **YOUR TRANSPONDER MUST BE FITTED TO THE SEAT FROM THIS POINT ONWARDS.**

When the Practice session is over you will see the chequered flag. Acknowledge the flag slow down and proceed back to the scale side of the Pre Grid, remember **to raise your hand when leaving the circuit and stay within the exit blend line.** Go through the scales if you wish or return to your pit area (this is the **ONLY** time you may bypass the scales on race day).

Note: - After Practice QUIET PIT RULE IS IN FORCE (Subject to Penalty) this means you may not run or rev any race engines other than on the pre grid and only when told you can do so by the grid marshal.

UNDER NO CIRCUMSTANCES ARE KARTS TO BE TRANSPORTED TO THE PRE GRID ON A STAND WITH THE ENGINE RUNNING.



QUALIFYING

There are no grid positions for Qualifying (J1 excepted) and good qualifying is all about track position and timing. You may feel a little intimidated at first to place yourself up at the front but there will come a time when you want to see how you are running compared to the fast guys. When you pick up your schedule check to see how long qualifying is, (Normally 6 minutes) so you can gauge your runs. For the ROK Classes they sometimes run a different format that does away with qualifying and in place of it there is a six lap race.

As a Rookie you may want to be at the back of the grid in the Pre-Final and Final for your first 3 races but this is your choice. You should still qualify the best you can, as there may be many rookies on the grid, so your qualifying time may well place you ahead of them. Remember after taking the chequered flag return to the scales and weigh in. If you fail to weigh in you will be disqualified and your times will be discounted and you may be subject to further penalties.

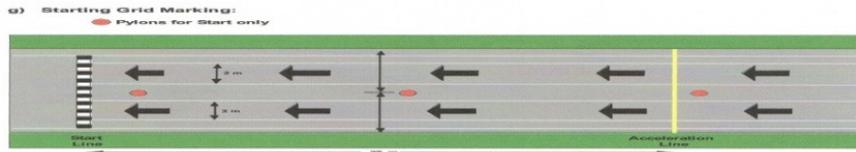
ROLLING LAPS - Starting Sequence

To enable the grid to form in its correct position on the track, all karts complete what is known as a rolling or formation lap. A formation line is placed on the track surface and any karts that are out of position after reaching this point, must drop back and start from the rear of the grid. The Pole Sitter must slow down when reaching the **formation line** on the formation lap to allow the grid to form.

RACE

You will take part in a Pre-Final and Final and will form up and start on the grid where you qualified in the Pre final and where you finished in the Pre Final for the Final race.

At CKRC and almost every track you will form up in two parallel lines with the pole sitter setting the rolling pace as you approach the start line. Depending on which side of the grid you are on you will proceed and enter either to the right or the left lane and stay within your marked lane until the race start lights have been extinguished. Once the race is under way by means of a green flag or Red Lights being extinguished you may cross out of your lane.



Once racing, run your own race and make sure you obey all flags and instructions from the officials. Remember as a Rookie there is a good chance that you could be lapped by the race leaders so watch out for **blue flags**.

Once you have passed the chequered flag return slowly to the scales.

RACE RESTART

If a race restart is ordered you will see boards displayed at the Marshal posts. Full course waived **yellow** flags or full course flashing yellow lights (**First Lap Only**). You should raise your arm to indicate you are slowing down, slow down and re gain your original grid position for the new restart. The formation line does not apply in this situation.

ACCIDENTS, BREAKDOWNS, RESTARTS - AFTER ON TRACK INCIDENTS

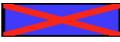
If you are involved in an accident or a breakdown and you cannot continue you should remove your kart to a safe position off the racing line and place yourself in a safe position. If there is a Marshal post near you and you **don't** have to cross the active racing circuit to reach it make your way there and wait until the race is finished (you may remove your helmet). Inform the Marshal if you are injured and require any medical assistance and if you will require a pick up for an incapacitated kart.

If you can't get to a Marshal post place yourself behind a crash barrier or in open ground as far from the edge of the race track as possible. **In this situation you must keep your helmet ON and your suit done up.**

If you can restart you may, as long as it is safe to do so, ensure that you keep your eye on the rest of the field and ensure you regain the circuit in a safe manner. Remember



you will now be in the position of being lapped, ensure you obey the **blue flags**.

In some race series you may be subject to the Lapped Traffic Flag  and you must go straight to Parc Ferme as your race is finished.

If you are involved in a major incident and you have to carry out repairs to your kart you must get the Technical Inspector to re-tech it before it can be put back on the track.

If you receive any medical treatment arising from an on track incident you must ensure that the medical staff, clear you fit to race and this notice along with any paperwork is passed to the RD before you can race again.

TROPHY PRESENTATION

After all racing has finished and the required time for protest and appeals have passed, trophy presentation will take place. You should make every effort to attend the presentation even if you were not placed on the podium, as this lends support to the other club members and just think wouldn't you like someone there to see your achievements come the day it is you that is stood up there. You should wear your race suit done up and stand proud. You will be required to make a short speech.

If you are on the podium and for some reason you have to leave early and cannot pick up your trophy you must inform the RD.

RECAP

That was a quick run through of what you can expect on a race day, remember to look at the schedule and listen out for announcements via the speaker system. Although the schedule is printed for your benefit it is subject to timing changes due to weather, accidents or the meeting running ahead of time. The lunch break that is scheduled is for the officials so make sure you eat as you can, as we do not delay the restart after lunch because you are still eating. Make sure you are on the grid within plenty of time when called, racing will not be held up if you are not there.

Karting is a great sport and should be approached in a professional manner. Always remember though, racing is fun, do not lose sight of this and enjoy the thrill of competition. Also remember that motorsport can be dangerous and your actions on the track don't just affect your own safety.

Please Note under City Bylaws the circuit is a **NO SMOKING FACILITY**

Welcome to karting and if you forget everything else remember!



ALWAYS BE COURTEOUS TO THE OFFICIALS AND TO YOUR FELLOW COMPETITORS, AND RACE IN THE SPIRIT OF FAIR COMPETITION.

You will now be required to write a quick multiple choice exam.

The exam is multi choice answers and if you have listened to all of what I have just said you will find that I have already given you the answers to all the questions.

Please do not panic or feel scared this test is carried out for assessment only and are not designed to fail you. IF you are not quite up to the required standard I will be on hand during the week, or Via Phone or E mail if you are doing this on line, to get you up to an acceptable standard. If you do not understand the question, please ask me to explain it for you. Dads / Mums of Junior 1 drivers may help to read and explain the questions to them but let's see if they can answer them themselves.

Because Karting is a Physical Sport

The following pages are some exercises you may want to start doing to get yourself into top Physical shape!!

Lower Back - it is so important to you and your performance, it keeps you stable, protects your spine and helps form a basis of your core that allows postural stability and strength in all movements. As every Karter will testify, you take a high amount of impact through your seat and back at every session regardless of track or competition. Strengthening your back means the impact of the loading is massively reduced and therefore so is the risk of injury or fatigue.

Get your back pumped with these exercises.

Plank - hold your spine and posture in a straight line from head to toe whilst balancing between your toes and your elbows.

Deadlift - pivoting from the hips, bend forward controlling movement before using your lower back to pull you back into a standing position.

Dorsal Raises –lying flat on the floor, arch your back upwards lifting your legs and arms



off the ground at the same time.

Core - is the key to strong and functional movement. Your core encompasses your lower back and it works to stabilize and protect your spine to prevent injury and to allow all bodily movements. The stronger the core, the more efficient your performance will be. The "core" is a name given to the collective group of muscles that include your hip flexors, your abdominals and oblique and your back and spinal control muscles.

Give these a try...

Pure Crunch - from a normal sit up position, fixed heels firmly into the floor and picking a point on the ceiling, reach upwards towards it to a maximum range, hold then slowly control the release.

Hip Flexor Bridge with leg extension - starting from the same position as a sit up, push heels into floor and lift your pelvis to form a straight line between shoulder and knee. Lift one foot off the floor and hold out straight and parallel to the body.

Standing Torso Rotation - stand sideways on to a cable column, a full arm's length away, Take a single handle grip with both hands at a height level to your shoulder. From here keeping a straight arm, rotate through your torso keeping your hips square and feet fixed.

Shoulders & Upper Back - this is where you will get your strength to drive the kart and throw it into the corners, it will also help you develop endurance to cope with increased grip and hot sticky tracks. It helps form a strong platform for postural strength and spinal protection and for massively reducing the risk of injuries from impacts. For those looking to step into single seater testing from karting, it is also essential to have strong and effective shoulder complex!

Moves to get you started

Alternate Arm Shoulder Press – sit on a Swiss Ball, with feet wide stance apart. Take weight in each hand and perform alternate arm shoulder press from top of shoulder to a fully extended arm above your head. Maintain your balance!

Seated Rear Row - place feet into a weight column and have a bar set level with your chest. Push legs out so they are straight and squeezing through your back, pull bar into your chest, hold and relax. Hold your posture.

Upright Row (combined with deadlift) - take a split stance and with a narrow grip take a barbell and raise it until it rest on the top of your thigh. From here pull the bar upwards until it is level with your chin and then relax back down slowly. An option to then go straight to a deadlift exists here also.

Chest - your chest is not as important as some of the other muscles groups for karting. It will give you added strength in some aspects of your karting fitness, but it needs to be



strong to give you postural symmetry with your strong back.

Bench Press - take a bar bell with a shoulder width grip, lying flat back onto a bench. Extend arms fully above your chest, slowly control the bar down until almost touching your chest, then after a slight pause, push back upwards. Raise legs off the floor or widen grip to make move more difficult.

Press Ups - press ups are good as can be done anywhere, but try stringing 3 different types of press ups together one after the other. They have a number of variety such as normal, wide, narrow, incline, decline, into a Swiss ball, t-press up and split hand position.

Forearms - these are essential as they are the muscles that allow you to grip to the wheel... they will normally be conditioning with the amount of karting you do, but there is massive benefit in training them as it will reduce fatigue!

Get going with these exercises

Standing Straight Arm Rotation & Bent Arm Rotations – take a light dumbbell in each hand, take arms out parallel to the floor either straight or bent at the elbow and starting with hands palm down, rotate as much as you can anti clockwise, then clockwise.

Steering Wheel Turns - take a seated position or hold a driving position balanced across a bench. Hold a weight plate in both hands in the same way you hold the steering wheel. Rotate fully clockwise and counter-clockwise.

How long and how hard can vary... it is dependent on the individual and the level of your competition. Always try to push yourself and make your training a challenge, try to continually push more reps for endurance and when the muscles get used to the weight to the point that your reps are endless, up the weight slightly and try to meet the same. Alternatively, you can challenge yourself with minimal rest between sets or combination circuits where you simple move from one exercise straight to the next one doing as many reps as you can.



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Thanks to the many dedicated members and volunteers who built this facility. **15**



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