



STRATHMORE MOTORSPORTS PARK



Supplemental Regulations and Club Procedures 2023

Ver 9.4 April 2023

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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 was affiliated with ASN Canada FIA as sanctioning body. Race days are run according to the 2023 ASN Canadian Karting Sporting and Technical Regulations available at www.ckrc.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 30 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.

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 have centralized 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 via the link at www.ckrc.com so that the appropriate information for our specific Club is available automatically at MotorsportReg (go to the Online Race Registrations page at www.ckrc.com)

Racing governed by these supplemental regulations is intended to be fun and friendly while still being competitive. This is club racing, which is the grassroots level of motorsport and there are regional and national events for more serious competition. Ultimately, the spirit of racing at the CKRC is to create a welcoming community where achievement at all levels is celebrated. All participants are expected to conduct themselves in a manner conducive with building a friendly racing community.

Fees:

Current Fees are now maintained and posted on the MotorsportReg site which is properly accessed via www.ckrc.com. 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.

- 7:00 Gates held open by Club officials no later than 08:00.
- 8:00 Pre Race Safety Tech starts... first 2 classes of the day first. Amount of classes teched at Tech Inspectors discretion. **Late entries will not be allowed, registration for the event should be done before the cut off time of the event the night before. If registered and then you can not attend, either a credit or a refund will be issued.**
- 8.30- 9:00 Drivers Briefing: (All Drivers- see Regulation 10.2)
- 9:00 The first class of the day grids for practice (grid order posted in Event Supplemental) Practice followed by Qualifying: all classes practice then qualify in grid order as posted. The exception being classes who are running the ROK Cup format where practice times also act to set the first grid.

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 **if it is a single day event**. On a Doubleheader Weekend, the Circuit will remain closed after the Saturday race has finished. If an engine confidence check is required, the Race Director should be consulted and a limited track test session may be allowed. **All drivers and Mechanics in zone A (Track) and zone B (Pre-grid, Scales) must have signed a Speedwaiver.**

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.

Leisure vehicles in the paddock area:

Leisure vehicles including Bicycles, Scooters, Segway type vehicles, and radio controlled toys are not to be used within the circuit boundaries. See Regulation 13.9 ASN Book 1 Sporting Regulations **2023**.

Driving A Kart Off The Track:

Driving a kart in the paddock is not permitted!

Driving a kart around the end of the pre-grid fence is not permitted at any time. You must stop the kart and push it around the end of the fence. Driving a kart onto the scales is not permitted, you must exit the kart and push it onto the scales.

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 [wet tire]	Gas	Notes
Briggs & Stratton LO206 Cadet	C, D	8 - 12	240	Briggs LO206 (Green Slide)	Mojo D2 [Open]	Premium	(3) (5)
Briggs & Stratton LO206 Junior	B	11 - 15	300	Briggs LO206 (Yellow Slide)	Mojo D2 [Open]	Premium	(5)
Junior ROK 100 VLR	B	12 - 15	310	Vortex ROK 100 VLR Junior Header	LeVanto KRT [Open]	Premium	(5)
Rotax Junior Max	B	12 – 15	320	Rotax Max Jr	Mojo D2 [Open]	Premium	(1), (2) (5)
Briggs & Stratton Senior/Masters	A	14+	340 (S) 375(M) 30+	Briggs LO206 (Black Slide)	Mojo D2 [Open]	Premium	(6) (5)
Senior Rotax Max	A	14+	364	Rotax Max Canadian RMC	Mojo D5 [Open]	Premium	(1) (5)(7)
Rotax Masters	A	32+	395	Rotax Max Canadian RMC	Mojo D5 [Open]	Premium	(1) (5)
Shifters	A	15+	375 Moto 395 TM 405 KZ New	Single cylinder 125cc max with 6 gears	CIK Option or Prime F /Z Tire listed below [Open]	Race	(4)
Vortex ROK 100 VLR Senior/Masters	A	14+	350 (S) 380 (M)32+	Vortex ROK 100 VLR ONLY	LeVanto KRT [Open]	Premium	(6) (5)

1. NGK Gr8di-8 and Gr9di-8 only may be used.
2. Rookies in Junior Max must use the Mini Max restrictors at the 320 lbs weight for their first three events. Race Director may waive this requirement based upon the experience of the driver.
3. May use front sized tires at rear see technical rule update 8.15
4. Shifter Tires .. CIK Option or Prime. Examples:
Max One Purple Max One Blue
Vega FM France White
MG Yellow
Evinco White
LeVanto KRT
5. **Class Minimum/Maximum Ages relate to their age at the end of the calendar year.**
6. Drivers under the age of 32 but weighs 190 lbs can compete in Masters (Driver will be weighed separately)
7. Drivers under the age of 14 but weighs 165 lbs can compete in Seniors (Driver will be weighed separately)

CKRC Supplemental Regulations:

These rules are supplementary to the **2023** ASN Canada FIA Sporting and Technical Regulations. As per rule 1.3 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), or issued with Event Supplementary Regulations or Event Bulletins.

Modifications to ASN Book 1 Sporting Regulations:

Competitors are reminded to acquaint themselves with rules 1.4 & 1.5 in their entirety.

2.1 (c). From 2023 ASN have reverted back to “A driver can only hold one grade of a National and/or Club/Regional Kart License. It is not possible for a driver to hold a Junior and a Senior license at the same time” this means a Junior on the cross over age can not race Senior and then revert back to Junior and can not race both Junior and Senior on the same day. Once a Junior Races Senior he must stay as a Senior.

2.3 – 2.5. CKRC will adopt the ASN regulations on class age limits **except Junior Briggs** for 2023.

2.8. 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.

Medicals Must be provided by any driver if requested by a club official. Drivers over 50 years of age should have a medical every 2 years.

2.9. 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 or the Club manager at manager@ckrc.com.

2.11 CKRC Club licenses are valid from April 1 to March 31 of the following year (the annual membership period). 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.

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 recognized Karting organization.

In “Junior Rotax” the option year is eleven – meaning that the driver must have their twelfth birthday before the end of the calendar year in order to compete in the class that season.

3.1 / 3.10 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. **Race Suits may be older than 5 years but must be in good condition.**

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. **SMOKING OF TOBACCO PRODUCTS AS WELL AS CANNABIS ON THE FACILITY IS STRICTLY PROHIBITED UNDER TOWN BYLAW No 18-21.**

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>

6.0 Kart Numbers. CKRC Uses the Registered 2 number system. If a Competitor uses a 3 number system, the Pre Number must match up to the Pre Number in ASN Book 1 for that class. The Last 2 Numbers must be unique within the class and will be used for competition purposes. **Entrants must use the number they have registered, for the whole season. Any change of equipment must also carry the same number. Drivers competing with a different number will not score under the championship points system with that number to their own points tally.**

Entry fee Refunds:

8.1. Entries are charged when the online registration is made - but the registration is not validated until the entrant signs the "Speedwaiver" for 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.

8.2. By signing the "Speedwaiver" at time of registration an entrant's online registration via MotorsportReg.com becomes official. 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 via "Speedwaiver"; the driver need not submit one at every race. It is accepted by the driver and guardians that this submission covers all CKRC Events. Note: this does not cover National sanctioned events or events held at other circuits.

8.3 Failure to pay outstanding fees or fines within thirty days or at the next Club race event whichever comes sooner may result in disqualification (exclusion) from the unpaid event. A member's 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. The fee may be reduced at the discretion of the Club executive.

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 East 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. Notice of Penalties and Electronic Drivers Record (EDR) will also be posted here.

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.

9.6. The white flag on the Pixel Light system will be used to indicate LAST LAP.

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. For Rain Races a timed race instead of Laps run will be used. The time used will be the average time a Dry race would take to run.

9.11 Finishing positions and Championship points will be awarded to all drivers who take the start and who complete 50% of the laps of the Race Winner. Drivers will be scored in the position that they take the chequered flag. **Drivers that do not complete 50% of the Race Winner laps, will be recorded as a Did Not Finish (DNF) and will score last place points.**

At Club events unauthorized passing of the finishing line after the chequered flag or Pixel light chequered MAY result in a fine or a **Time** 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 Inside of Pre Grid but must be stopped at the STOP Sign. Engines must be turned off and drivers must wait until Push Back Bumper Checks are carried out before the scale is opened for weighing. Karts 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 a drivers meeting (Roll call will be conducted on all drivers) will start from the rear of the grid in the Pre-Final regardless of where they qualify. They will also waive the competitor's right to Protest for the whole of that event.

10.3(d) 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 Stewards and depending on the driver's ability may be waived. 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. ROK Cup format grid is determined by morning practice times. Rookies may be taken out and placed at the back for the first 3 races as above. **For ROK VLR Qualifying will be sorted by group (Senior / Masters) and not as a collective. Seniors will be gridded ahead of the Masters regardless.**

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

10.7. **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 10.7(a). Shifter classes may use either a standing or rolling start as determined by officials at the driver's briefing one formation lap only.

11.5. 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.

11.6 Penalty Points (PPT) will be recorded alongside and against on track Incidents. For 2023 the points and track incidents to effect a ban will be followed as recorded in ASN Penalty Guidelines. and these supplemental regulations. PPT points will also be assigned to the driver if penalties are assessed against their support crew.

11.8. It is the driver's responsibility at the end of Qualifying to present himself and all his equipment directly for Technical Inspection. After a heat or race Technical inspectors will advise the drivers if they are required for inspection. Once a driver leaves Parc Ferme he may not return and will be Disqualified. Regardless, the top 5 after a heat or race should proceed directly for technical inspection until released by the Tech inspector.

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. and particularly the penalties applied under Karting penalty guidelines 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 last lap flag flies for the previous class (still on the track) or at the direction of the Pre Grid official. In low temperatures Liquid cooled engines may be warmed up on a stand on the Grid with the Race Directors Approval.

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.

13.11 Unless otherwise stated in Event Supplemental Regulations or at drivers meeting, hot pits **will not be used**.

14:1 (a) NO street or heavy vehicles are allowed on the paved asphalt East West pit Runner -karts, kart stands and Club golf cart only!

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) **Any Kart removed from the circuit under the black flag with orange disc "Meat Ball" must proceed directly to the Scales. Repairs are not to be carried out on the Kart and the Kart is not allowed back on the track.**

16.3 CKRC Results are verified by Timing and Printed and Posted by the Scales Official.

18. With respect to rules 18 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.

18.5. All position penalties will be applied as per ASN Penalty Guidelines and will constitute TIME PENALTIES ONLY other than Scored in last place and Start at the rear next race.

19.4/7 The fee for a technical protest of a kart or kart parts under section 19.7 shall be reduced to \$100 from \$500. Protest of on track conduct 19.7 is \$250 reduced from \$500. Protest and Appeal fees are CASH only. 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 3 adult Club members picked at random will preside**. A list of adult Club member candidates will be drawn up by the executive. Appeal Fee is \$500.00 reduced from \$1000. A minimum of \$250 will be retained regardless of decision.

22. The Start signal by Pixel lights at CKRC is when all Red lights are extinguished. **If the Red lights do not go out or are accompanied by an AMBER light, the start has been aborted and the GO Around procedure should be implemented.**

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.

Modifications to ASN Book 2 Technical Regulations:

4.1, 4.2, 4.3 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.

3.3 Entrants may share equipment as necessary to promote competition at the Club level.

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.

4.1 Pre-Race Technical Inspection will be by club technical inspectors unless otherwise stated in Event Supplemental. When provided by the club Technical Inspectors will carry out pre-event safety checks on ALL classes or randomly selected classes. 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, but if it is the sticker must be displayed at all times in a visible area as applied by the Tech Inspector and must not be removed for the entirety of the event.

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

8.4. 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 for **Briggs Cadet**). Senior/Masters 4-stroke karts may use a maximum rear wheel width of 215 mm.

All classes may replace one front and one rear tire if damaged and only upon the agreement of the Steward/Race Director/Tech Inspector and must be a used tire of roughly the same usage as the damaged tire. (must not exceed the limit of 6 tires per event). Cords/Nylon showing is not a reason for replacement (Bad tire Management). Classes that have imposed Maximum tire usage must replace a damaged tire with one of their declared allocated supply. The tire must be recorded and counted and may be in the New Condition.

10. The Full width metal rear bumper protection is no longer acceptable to be fitted or used on any Kart at Strathmore Motorsport Park from July 1st 2020. Under 2022 Book 2 Regulations adjustable rear bumpers may be fitted to any Kart.

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

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

15. 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. ROK VLR Senior will use Blue Plates and White Numbers ROK VLR Masters Red Plates with White Numbers.

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.

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.

24. SPEC TIRES: The 2023 Spec tires are:

- Briggs Cadet ... Dry: Mojo D2 4.5/4.5 (Max 5 sets for the season) Wet: OPEN
- Briggs Junior ... Dry: Mojo D2 4.5/6.0 (Max 5 sets for the season) Wet: OPEN
- Briggs Senior/Masters ... Dry: Mojo D2 4.5/6.0 or 4.5/7.1 Wet: OPEN
- Rotax Junior ... Dry: Mojo D2 4.5/7.1 (Max 5 sets for the season) Wet: OPEN
- Rotax Senior/Masters ... Dry: Mojo D5 (Max 6 sets for the season) Wet: OPEN
- Shifter ... any CIK dry tire designated as Option/Prime and Wet: OPEN
- Senior Open ... any CIK dry tire designated as Option/Prime and Wet: OPEN
- Rok 100 VLR Junior/Senior/Masters ... Dry: LeVanto KRT Wet: OPEN

If a driver uses more than the permitted tire allotment for the season. They will receive a DQ for the final of the race day they use the extra tires at. This event may still be used as a dropped race in the championship.

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. Briggs Cadet karts are allowed to run the class designated “front” size kart tires on the rear wheels.

24.2-3 If limited amounts of tires are in force and a tire needs to be replaced because of damage and upon the authorization of the Tech Inspector a replacement that is either new or used from your allotment will be permitted (poor tire management like nylon showing through is not a reason to replace a tire).

34.1 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 CO - OP 100 Edgefield Gate, Strathmore, AB T1P 1K1 Strathmore Alberta. (located North side of Hwy 1 as you DRIVE THROUGH 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: Race Gas or Race Gas Pump Gas mix is permissible
Senior Rok 100 VLR – Premium gas as Club Spec mixed with 2 stroke oil minimum 4%

34.2 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.

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.

35. Use of Cameras on Karts - As per ASN Book 2 Technical Regulations 36. Pages 28 & 29.

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:

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 class's 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.

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, they can throw away that race. **Competitors may not use a final in which they are disqualified (DQ) as a throwaway ... Any DQ (on track or Technical) in the final must be counted in their championship points. A driver Disqualified for Weight (DQ) Does not have to count it in their championship points. DQ will receive zero points for that race.**

Only those who are full annual members of the Calgary CKRC Club 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.

Rain Outs, Cancellations and Postponements:

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 reason to cancel an event on the race day. A short practice will follow any decision to race, after which racing will begin in 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 rescheduled 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 a **small** 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).

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 disqualification from the heat or event.

Drivers may NOT accelerate until passing the Acceleration Line. A driver who fails to maintain the speed of the pack during the approach to the Start Area is liable to receive a time penalty. A driver who pushes the kart in front of them or falls back to get a run on the pack is liable to receive a time penalty.

Combined Grids: Note that under exceptional circumstances, combination of classes will be decided at normal close of registration.

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 year end banquet (precedent set by the Rotax Max class)

In order to remain as a recognized class, the class must maintain an average participation level of five throughout the year. Classes that fail to meet this average participation will be part of an Open class the following year.

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

Junior Classes:

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

Throwaways:

A competitor may normally throw away (discount) their worst two Club Race results unless disqualified from an entire event. Their best remaining results count toward the Club Championship. An individual will count 9 of 11 Club Races towards the Club Championship, however if races are cancelled and not rescheduled (as opposed to rained out with points awarded, or postponed to one of the rain out dates) then the best 8 of 10, 7 of 9, 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. **Any DQ other than for weight in a final MUST be counted in the club championship and can not be thrown away.** 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 Club members at a Club meeting.

Specific Club Class Rules:

107% Applies to all classes. You must lap within 107% of the pole sitter at any event to be eligible to continue to race at that event. You may receive a warning during the completion of any pre-qualifying events that you are not meeting the 107% rule. Unless you can provide evidence of mechanical or other issues that have impacted your ability, (and a solution) to qualify at 107% then E.I.R.C you will no longer participate in any on track event for that event and you shall forfeit your fees for that event. Shifter classes will be impacted by the same 107% rule with the exception being that the class rep, or race director may waive the requirement if the competitor has reflected to be not a safety issue in the performance of the event.

E.I.R.C - Except in rare circumstances.

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 "Cadet" Engine specifications at www.ckrc.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 Mojo D2 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. **ONLY Spark plug from the current Briggs Racing Regulations are legal. Intact seals from either the 2019 or 2020 Briggs & Stratton LO206 regulations are legal. Dry Tires Mojo D2 4.5/4.5 (Max 5 sets for the season) Wet Tires Open**

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. **At CKRC to help with on track incidents Parents / Mechanics may be on the track to help out Whenever mechanics / Parents are in Zone 1 (Track side) they must wear a High Visibility vest and have a current signed Speedwaiver.**

Briggs & Stratton Junior Age 11-15

The only Championship eligible engine in this class is the restricted Briggs & Stratton per current Canadian Briggs & Stratton LO206 Engine specifications at www.ckrc.com Briggs yellow carburetor slide (0.570" opening). ONLY Spark plug from the current Briggs Racing Regulations are legal. Intact seals from either the 2019 or 2020 Briggs & Stratton LO206 regulations are legal.

Dry Tires Mojo D2 4.5/6.0 (Max 5 sets for the season) Wet Tires Open

Junior Rotax Age as per Canadian RMC Regulations

Up to 15 see RMC Regulations check with Club regarding participation by those over 15 at International events)

All Motors to be run at current Canadian RMC specifications.

In Calgary the dealers are: Overdrive Motorsports/Joey Guyon.

Weight as per RMC Canada Imperial measurement

Only NGK Gr 8DI and 9DI may be used.

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

Dry Tires Mojo D2 4.5 /7.1 (Max 5 sets for the season) Wet Tires Open

Junior, Senior and Masters Rok 100 VLR As per ROK Cup USA With CKRC Supplemental Regulations.

Only the ROK VLR100 Engine may be used. Minimum squish 1.00mm. Tech solder is the 2mm thick Rotax tech solder #580130

Junior VLR - Tires LeVanto KRT Dry Wet Tires Open

Masters VLR - Tires LeVanto KRT Dry Wet Tires Open

Senior VLR - Tires LeVanto KRT Dry Wet Tires Open

Senior Rotax Age: as per Canadian RMC Regulations

All engines to be run under current Canadian RMC regulations.

In Calgary the dealers are: 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 Mojo D5 Dry (Max 6 sets for the season) Wet Tires Open : The class has adopted the rule that you must use the same set of tires over a double header weekend. Penalty is starting from the back of the grid for the final.

NGK Gr8di-8 and Gr9di-8 only

Rotax Masters Age: as per Canadian RMC Regulations

All engines to be run under current Canadian RMC regulations.

In Calgary the dealers are: 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 Mojo D5 Dry (Max 6 sets for the season) Wet Tires Open

NGK Gr8di-8 and Gr9di-8 only

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

Briggs & Stratton Senior / Masters. As per Canadian Briggs and Stratton LO206 Regulations available at www.ckrc.com Age 14 Senior Masters 30+ or a driver body weight of 190+ lbs.

Weight 340 Senior; 375 Masters. Maximum rear rim width and overall kart width is the same as for the senior two stroke classes. Intact seals from either the 2019 or 2020 Briggs & Stratton LO206 regulations are legal.

Tires Mojo D2 4.5/6.0 or 4.5/7.1 Wet Tires Open

Shifters Age 15+

Single cylinder up to 125cc max with 6 gear ratios Weight 375 Lbs Moto, 395 Vortex/older KZ, 405 new KZ 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. Unleaded and non oxygenated fuel is recommended. Tires – any CIK Option / Prime F/Z tires allowed. Potential competitors are encouraged to read the class forum at www.ckrc.com in order to see the direction that the current competitors wish to take the class as it evolves.

Senior OPEN Age 14

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: Premium or 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, Red Deer and South) are required to be CKRC members in order to race or practice.

Single day Club passes are available to validate insurance requirements – apply and pay online at MotorsportReg via ckrc.com, A maximum of one single day pass fee may be applied to reduce the cost of an annual membership if applied to an annual membership within 24 hours. No day passes may be bought on those days where the Club holds annual or special meetings. Fees will be refunded if paid 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 pass 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, Shifter is a single recognized class.

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

General Club Regulations:

- Storage of Karts at the Facility whether in a trailer or a Sea Container must meet Strathmore Fire Regulations at all times.
- All Karts must be drained of Gasoline before they are stored inside a trailer or Sea Container.
- Gasoline must not be stored inside any trailer or Sea Container at any time.
- A Fire Extinguisher capable of fighting fuel fires is to be permanently mounted inside the trailer or Sea Container.

- Whenever mechanics / Coaches are in Zone 1 (Track side) they must wear a High Visibility vest. Race Staff inside posts do not have to.

Alcohol and Pets at Our Facility:

- The consumption of Alcohol and/or non prescribed controlled substances is strictly prohibited at our facility when any on track activities are in progress – they include Racing days start of registration to closure of track, all T&T activities – any time a vehicle is in our pre-grid or race track – no exceptions – this applies to drivers and their mechanics.
- Furthermore, the CKRC reserves the right to randomly test any Driver, mechanic or guest of the driver for Blood Alcohol levels using a breath sample through a professional grade breathalyzer during those prohibited times. Failure to take the test or return test result above Zero will result in immediate suspension of membership, access to the facility and up to complete expulsion of that individual from the club.
- SMOKING OF TOBACCO PRODUCTS AS WELL AS CANNABIS ON THE FACILITY IS STRICTLY PROHIBITED UNDER STRATHMORE TOWN BYLAW No 18-21.
- Pets are to be kept on leash and under control of a suitably responsible person at ALL TIMES. Pets left in the paddock area are to be tethered at all times. Any pet causing a nuisance or disturbance to Competitors or other Pets will be removed from the facility. Any transgression of these rules will result in an interview with the Executive and a minimum \$200 fine and suspension of Track Access privileges.

Electronic Drivers Record (EDR):

- Any on track penalty will incur 3 - 10 penalty points (PPT) added to a drivers EDR depending on severity of the infraction. Refer to ASN Penalty Points Page 30 of ASN Book1 Sporting Regulations. CKRC does not assess PPT for front fairing pushback violations.
- The EDR will be displayed at the end of the Day on the results board for all to see.
- The EDR will be based upon the driver so if competing in multiple classes their EDR total will be a total from all classes they compete in. The EDR will not be separated out by class only.
- A driver that accumulates 22 points within a season will automatically serve a minimum 1 race suspension which has to be counted in the club championship. An Interview with the Club Executive, Race Director and Class Representative will also be scheduled. Further penalties may be imposed.
- A driver accumulating 22 points that can't serve a 1 race suspension (not enough races left in the season) will have their best result deleted, recorded as Zero and counted to their championship standing.
- A driver's EDR points will drop to 10 after the 1 race suspension has been served.
- All EDR points reset at the end of a season.
- A speciality race (NO49) will accumulate its own points as described in the event regulations. The points will not accumulate against the Club Championship.
- Visiting drivers will be subject to the EDR.
- **Infractions that do not attract penalty points include**
 - Front fairing pushback violations (the original on track offence that could have triggered it would be counted)
 - Underweight
 - A technical infringement

Class drivers through their class representatives are encouraged to discuss a driver's penalties openly so that concerns from the class can be directed to the driver concerned.

CLAIMER RULE

CKRC will operate the claimer rule as set out below

Taken from Canadian RMC/RMCGF Sporting regulations 2019

Version: February 22nd, 2019

32.16 Claim

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

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.

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.

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

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:

The engine and accessories are sold "as is" without any warranty from the winner.

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

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.

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

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 the 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 email at 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

FR125 Max: \$4899.00*

FR125 Max Junior: \$4550.00*

Example of a FR125 MAX Junior engine claimed in Calgary: \$ 4550.00 + GST (\$4777. 50) + \$500 (Claim fee) = \$5277.50

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.