



Supplementary Regulations and Club Procedures 2025



STRATHMORE MOTORSPORTS PARK

Ver 10.1 April 7th, 2025

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To be read in conjunction with the following:

- Canadian Karting Regulations (<https://www.asncanada.ca/karting>)
 - Canadian Karting Regulations – Book 1 Sporting Regulations (“Sporting Regs”)
 - Canadian Karting Regulations – Book 2 Technical Regulations (“Tech Regs”)
 - Any and all Bulletins and other Updates, etc.
- Canadian Karting Regulations – Penalty Guidelines
- Briggs LO206 Canadian Rule Set (<https://www.asncanada.ca/karting>):
- Rotax Max Challenge Canada Regulations (<https://maxchallenge.ca/regulations>)

In addition to the above, it is the competitor’s responsibility to be aware of any and all additional regulations, bulletins, or other similar communications that are (currently or may be posted in the future) available at ckrc.com.

Notice to Participants

The Calgary Kart Racing Club (CKRC) is aligned with ASN Canada and operates under the current rules and regulations set forth by ASN at all times including but not limited to open track testing, supervised test & tunes and race days, unless otherwise specified in the Supplementary Regulations provided below. Failure to comply with CKRC regulations will result in a verbal warning, formal letter, and ultimately expulsion.

Introduction

The Calgary Kart Racing Club (CKRC) a not for profit organization registered under the Societies Act of Alberta. It operates in Strathmore located 1 kilometer south of the TransCanada Highway on Range Road 250. The 1.2-kilometre track is nine to ten meters wide with 14 turns.

The CKRC is aligned with ASN Canada FIA as its sanctioning body. Race days are run according to the current ASN Canadian Karting Sporting and Technical Regulations unless otherwise stated. In accordance with rule 1.3 of the ASN Sporting Regulations they have been modified for Club events by these Club Supplementary Regulations and the individual Event Supplementary Regulations that will be posted on the CKRC website prior to each event.

Communications from the Club to its members will be by email through MotorsportReg.com (MSR). All members must therefore have and maintain their own MotorsportReg account and are responsible for any changes to their email address and other personal information. The CKRC has centralized memberships, event entries, and payments through MotorsportReg.

Racing governed by these supplementary 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 and Registration

CKRC Membership

Refer to the CKRC website (ckrc.com) for the fee structure.

Annual Memberships

Valid from April 1 to March 31. Allows for use of the CKRC track and facilities as per the club calendar. Karter's who live in the CKRC area (defined as anywhere in Alberta, Red Deer and South) are required to be CKRC members in order to race or practice.

Refundable Volunteer Fees

All members must commit to a refundable volunteer fee along with the annual membership. Volunteer hours can be logged to work off this fee.

Non-Driving Memberships

Required for family members and mechanics who intend to enter Zone A or Zone B. This membership is free of charge and does not provide voting rights.

Kid Kart Memberships

Membership for minors with restricted track access specific to the kid kart program.

CKRC Race Entry Fees

Refer to the CKRC website at ckrc.com and motorsportreg.com for the fee structure. Any CKRC club member who races in 11 club championship races in a given class within a single year will qualify to have their 11th race fees refunded after the event. Note: This is a per class refund and classes can not be combined to add up to 11.

Single Day Non-Club Member Race Pass

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. Fees will be refunded if paid for in error online.

Karter's from outside the CKRC area must demonstrate that they have a valid ASN Canada affiliated Kart Club membership or they will be required to join the Calgary Club (day pass or annual membership) in order to race. Entry for a Saturday and/or Sunday race includes free practice on the Friday before the race(s) during supervised Test & Tune sessions from 2:00 PM to 8:00 PM.

Registering for CKRC Events

Race registration is conducted online via MotorsportReg.com. Registration for each race closes at 10:00 PM, on Thursday prior to the event unless otherwise noted. Should a racer miss this deadline, late registration will be available on the day preceding the race with a late fee of \$50. On-site registration will not be offered. Registration for all other club events is available on MotorsportReg.com where the deadline is defined.

Driver Eligibility

Any qualified CKRC annual member, along with any member of any CKRC recognized kart club is eligible for participation with approval from the Race Director including the annual waiver and parental consent where applicable. All outstanding fees must be paid.

CKRC Club Classes

The CKRC recognizes 9 competitive classes of karting that participate in the CKRC club championship and are entitled to trophies for race day results and for the club championship.

The CKRC follows these general guidelines unless otherwise noted:

- For technical and safety matters: ASN Book 2, Briggs & Stratton Canada Rules, ROK Cup USA Technical Regulations, and the RMCC Technical Regulations.
- For licensing, age requirements: ASN Book 1 (2.3 – Briggs; 2.4 - ROK; 2.5 – Rotax; 2.4 - Shifters)
- For weights: Briggs & Stratton Canada Rules (1.5) and the RMCC Sporting Regulations (3.5).

Note: Please reference the appropriate appendix for each class. The appendix will outline differences between the supplementary regulations and the official series rulebook.

For questions regarding a specific class, please contact the class representative.

Class	Class Representative
Briggs & Stratton Cadet	
Briggs & Stratton Junior	Danny Sadler
Briggs & Stratton Senior	Avian Dooley
Briggs & Stratton Masters	Bill Wallace
VLR	Keith Olsen
Rotax Junior Max	Andy Goddard
Rotax Senior Max	Evan Pruss
Rotax Masters Max	Troy Pachal
Shifter	Jack Mazury

CKRC Briggs & Stratton LO206 Classes

Class	Birth Year	Minimum Weight (Lbs)	Engine Technical Regulations	Dry Tires (F/R)	Wet Tires	Engine (s)	Appendix
Briggs & Stratton Cadet	2017 to 2014	240	Briggs & Stratton Canada Technical Regulations	MOJO D2 (4.5/4.5)	Open (4.5/4.5)	Briggs & Stratton LO206	2
Briggs & Stratton Junior	2014 to 2010	300	Briggs & Stratton Canada Technical Regulations	MOJO D2 (4.5/6.0)	Open (4.5/6.0)	Briggs & Stratton LO206	2
Briggs & Stratton Senior	2011 with F License, 2010 or older	340	Briggs & Stratton Canada Technical Regulations	MOJO D2 (4.5/7.1) or (4.5/6.0)	Open (4.5/6.0)	Briggs & Stratton LO206	2
Briggs & Stratton Masters	1995 or older*	375	Briggs & Stratton Canada Technical Regulations	MOJO D2 (4.5/7.1) or (4.5/6.0)	Open (4.5/6.0)	Briggs & Stratton LO206	2

CKRC Rotax Max 125 FR Classes

Class	Birth Year	Minimum Weight (Lbs)	Engine Technical Regulations	Dry Tires (F/R)	Wet Tires	Engine (s)	Appendix
Rotax Junior Max	2013 to 2010	320	RMC Canada Technical Regulations	MOJO D2 (4.5/7.1)	Open (4.5/6.0)	125 Junior MAX Evo	1
Rotax Senior Max	2011 with F License, 2010 or older	364	RMC Canada Technical Regulations	MOJO D5 (4.5/7.1)	Open (4.5/6.0)	125 Senior MAX Evo	1
Rotax Masters	1995 or older	395	RMC Canada Technical Regulations	MOJO D5 (4.5/7.1)	Open (4.5/6.0)	125 Senior MAX Evo	1

CKRC ROK VLR Class

Class	Birth Year	Minimum Weight (Lbs)	Engine Technical Regulations	Dry Tires (F/R)	Wet Tires	Engine (s)	Appendix
VLR	2010 or older	380	ROK Cup Canada Technical Regulations	Levanto KRT (4.5/7.1)	Open (4.5/6.0)	ROK VLR	4

CKRC Shifter Class

Class	Age	Minimum Weight (Lbs)	Engine Technical Regulations	Dry Tires (F/R)	Wet Tires	Engine (s)	Appendix
Shifter	15+	Appendix	Appendix	Open (4.5/7.1)	Open (4.5/6.0)	Appendix	3

CKRC F License Requirements:

To apply for a F license a driver must contact the CKRC race director via email: manager@ckrc.com

A driver must have met these minimum requirements in order to be considered for a CKRC F License.

- 1) Must be 14 years old
- 2) Minimum body weight, 135lbs
- 3) Minimum 2 full season's of karting race experience

Race-day Timetable

This schedule is a target for club championship races and will be adjusted as necessary. Event supplementary regulations will contain any changes. The club will make every reasonable effort to have the facility open for test and tune on the Friday preceding a race.

Standard Format

Time (Approximate)	Description	Duration (Minutes or Number of Laps)	Notes
7:00	Gates Open		
8:00	Tech/Sign-in Open		Tech stickers will be issued after passing a safety check. Must receive a wristband from sign-in. No pre-grid entry permitted without both items.
8:15 - 8:40	Drivers Meeting	30 Minutes	Attendance is mandatory.
9:00	Warm-Up	5 Minutes per group	
10:15 - 12:00	Qualifying	6 Minutes per group	
12:00 - 12:45	Lunch Break		
12:45	Pre-Final	10 Laps	Grid order based on qualifying times.
2:30	Finals	12 Laps	Grid order based on pre-final positions.
5:30	Trophy Presentation		Determined by results of the final.

ROK Format

Time (Approximate)	Description	Duration (Minutes or Number of Laps)	Notes
7:00	Gates Open		
8:00	Tech/Sign-in Open		Tech stickers will be issued after passing a safety check. Must receive a wristband from sign-in. No track entry permitted without both items.
8:15 - 8:40	Drivers Meeting	30 Minutes	Attendance is mandatory.
9:00	Qualifying	5 Minutes per group	
10:15 - 12:00	Heat	6 Laps	Grid order based on qualifying times.
12:00 - 12:45	Lunch Break		
12:45	Pre-Final	10 Laps	Grid order based on Heat positions.

2:30	Finals	12 Laps	Grid order based on pre-final positions.
5:30	Trophy Presentation		Determined by results of the final.

Running Order

See the specific event supplementary regulations for the running 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. The order of classes may be altered by the Stewards or Race Director to better-support drivers in multiple classes. Any change to the running order will be announced by the Race Director at the driver's briefing.

Precedence of Regulations

Per 1.6 of the ASN Canada book 1, the precedence of Regulations shall be as follows (in order of precedence):

- a. ASN Canadian Karting Regulations Book 1 and Book 2
- b. ASN Canadian Karting Regulations Bulletins
- c. Rok, Rotax Max Challenge Canada and Canadian Briggs & Stratton Regulations
- d. Club or Series Regulations (i.e. these CKRC Supplementary Regulations)
- e. Club or Series Bulletins
- f. Event Supplementary Regulations (i.e. the CKRC Event Supplementary Regulations)
- g. Event Bulletins
- h. Instructions from approved Officials.

Modifications to ASN Book 1 Sporting Regulations

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

2. Clarification: Drivers must adhere to the karting class assigned to their age group at all times. Operating a kart outside the designated age category is strictly prohibited. Any violation of this rule will result in a minimum 30-day suspension.

2.3 – 2.5. CKRC age regulations are outlined in the club class tables.

2.8. Modification: Competitors are obligated to confirm that they meet the physical requirements outlined in the ASN Canada FIA Sporting Regulations. Medical documentation must be provided by any driver if requested by the Race Director or Manager. Additionally, drivers aged over 50 are advised to undergo a medical examination every two years.

2.9. Clarification: The CKRC maintains credentials online by using MotorsportReg.com. Members who require hard copy credentials or licenses for other venues must request them from the club manager (manager@ckrc.com).

2.11. Clarification: CKRC Club Licences will be issued for all memberships that include racing privileges. CKRC Club licenses are valid from April 1 to March 31 of the following year (the annual membership period). Any person found to be using the track without a membership will be issued a ban.

3.6. Amendment: Driver's suits remain valid for 15 years after their date of homologation and manufacture, but must be in good condition.

5.1 Modification: Medical Team Requirements

The CKRC medical team is not required to have provincial certification. At a minimum, the team must consist of:

- 1 EMT, Fire Medical Responder, Nurse, or Doctor, accompanied by an assistant with a minimum of First Aid certification

Alternatively, any service capable of providing the same or higher level of care may be used. The CKRC track is located within the Strathmore town limits, ensuring a response time of less than 7 minutes from the local ambulance service. Ambulance Service offers rapid transport to the Strathmore District Health Services 24/7 Emergency Room, located at:

Strathmore District Health Services, 200 Brent Boulevard, Strathmore, Alberta, T1P 1J9

Phone: 403-361-7000

Directions: From the Trans-Canada Highway, travel 2.3 km north on George Freeman Trail, then 0.7 km west on Brent Boulevard.

6. Modification: Kart Numbers. CKRC uses a registered 1 or 2 number system. Numbers are registered on Motorsportreg.com. If a competitor uses a 3 digit number, the first digit must match the first digit defined in ASN Book 1 for that class. The last 2 numbers must be a unique integer within the class and will be used for competition purposes (e.g. 7 and 07 cannot be on the track at the same time, in event of a dispute, the longer consecutively tenured class member has priority). Number 1 is reserved for the current class champions. 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. Returning Club members will retain their race number until they do not use it for a calendar year. If a driver with a National number (3 digit) clashes with a club members reserved number (2 digit) e.g. NATIONAL #123 CLUB #23 the club member number will take precedence over the national number and the national number kart will need to change their number.

8.1. Addition: The entry fee is charged when you register through Motorsportreg.com. If you do not enter the track, the entry fee may be refunded. To get this refund, you must not have been excluded from the race. The refund must be requested via cancellation on Motorsportreg.com and the refund must be requested from the Club Manager within 1 month

8.2. Clarification: The CKRC uses digital speedwaiver at all events.

9.1. Clarification: Event supplementary regulations need not repeat any of the information listed in Section 9.1 that is already covered in these supplementary regulations and the ASN Sporting regulations or Motorsportreg.com. The official notice board is on the East fence of the pit and pre grid area. Event Supplementary Regulations and additional information will be posted on the notice board along with grid orders, lap times, notice of penalties and penalty points.

9.2. Addition: 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 weekend with club races on both Saturday and Sunday, the track will remain closed after the Saturday race has finished.

9.5. Clarification: When the Pixel Light system is in operation the Starter will be 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 they will return to using flags and signs. Of the sign boards, only the 'Last Lap' and 'Race Restart' are required for the starter. Only a 2 digit signalling board is required.

9.6. Addition: In the event of a disagreement between flags and the pixel light system, the flags have priority and are taken as correct. When in operation, the white flag on the Pixel Light system will be used to indicate the last lap.

9.7. Addition/Modification: CKRC utilizes a single formation lap. Due to personnel constraints, results are not required to be signed by the Race Director to be considered official. Results may be re-issued to address any clerical errors.

9.8. Clarification: Race distance is stated in the event supplementary regulations.

9.11. Modification: Paragraph 4 is deleted. CKRC will not classify any participant as a DNF.

Paragraph 5 is amended to the following: Unauthorized passing of the finishing line after the chequered flag or Pixel light chequered may result in a warning, fine or a time penalty that is not subject to protest or appeal.

9.13. Amendment: Scales, when not in use to check classes as karts come off the track, will be available to individual competitors throughout the event. Should the original scales fail during the course of an event the Stewards or Race Director may designate a suitable replacement as the official scales. During Karting events after exiting the track karts may be driven up to the scale building 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 penalty at the Race Directors discretion. Failure to accept or pay the penalty will result in exclusion from the event. Drivers may bring disabled karts to the weigh scales after a session with or without the help of officials – they must not add weight to the kart in the process. Only underweight karts will be recorded. Underweight karts have an option for a second attempt where the driver will push the kart off the scale and then back on and will then sit in the kart seat to get the final official weight. No additional attempts are permitted beyond this.

Modification: The penalty for an underweight kart is Scored in Last Place.

At all times, karts and engines must be stopped before the end of the grid area fence (prior to the gates at the scale house walls). Failure to comply may result in penalties.

9.14. Addition: Noise checks will be made throughout the year with a digital noise meter. (measured 1m from exhaust outlet at 45° at full throttle RPM. The maximum sound measure at Strathmore Motorsports Park is 87 dba 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.

10.2. Paragraph 3 is amended to the following: Roll call may be conducted on all or a defined subset (e.g. racing class) of drivers and guardians at the driver's briefing. Any driver who is late or misses a driver's meeting will start from the rear of the grid in all sessions before the final. They will also waive the competitor's right to Protest for the whole of that event.

10.3(c) Addition: CKRC scores races by transponder scoring only and it is the driver's responsibility to have a functioning and properly mounted transponder as per ASN Canada FIA Technical Regulations

for each session. If a driver fails to mount their transponder, or mounts a non-functioning transponder, but takes the start signal, they will not be timed and will be Scored in Last Place for race sessions, regardless of finishing position. If a driver takes the start signal with a functional transponder and the transponder malfunctions or is lost, the driver will be scored based on their laps completed.

10.3(d) Clarification: Novice/rookie drivers in all classes and formats will be required to enter the track last until they have completed three events. If there is more than one rookie in the field, they will line up on a first come first serve basis. This may be reassessed by the Race Director or the Stewards and depending on the driver's ability may be waived. All other karts grid on a first come first serve basis.

Modification: Drivers should qualify within 107% of the polesitter's time in their class to be allowed to participate. If a driver is beyond this threshold, they may receive a warning or notice of being unable to participate. The final outcome of this notice is at the discretion of the race director.

10.3(h) Addition: Cadet classes will grid for qualifying based on practice times.

10.4. Addition: Rookies will be placed at the back of the field regardless of qualifying position for their first 3 race events. If there is more than one rookie, the order at the back of the grid is based on qualifying times.

Modification: CKRC does not permit the polesitter to choose which side of the grid to start on. For the CCW direction pole is on the drivers left side of the track, for CW the pole is on the drivers right side of the track.

10.5. Modification: A driver must take the race start signal in order to be considered a race starter.

10.6(j) Clarification: Does not apply.

10.7(a) Modification: Grid slots are staggered and placed more than 4m apart for safety purposes.

10.7(b) Amendment: CKRC will utilize a single formation lap.

10.7(d) Clarification: CKRC utilizes a lighting system for standing 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. The four 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 drivers are required to start another formation lap.

11.1(a) Addition: Cadets are not allowed to exit their kart unless they must for a safety reason. They must raise their hands to indicate assistance being required when safe from a parent marshal.

11.2(b) Modification: The length of the new race will be at the discretion of the Race Director.

11.5 Modification: CKRC Points System is as follows. Total points for a season championship are based on the best 9 out of 11 races. Two races can be dropped by a competitor. In the event of a cancelled race, no points will be awarded and the race will be postponed if possible. If a race is not able to be rescheduled, the championship will become the best 8 out of 10 races. Any technical DQ apart from underweight in a final is not droppable in the championship.

Standard Format:

Position	Qualifying	Pre-Final	Final
1	50	50	100
2	49	49	95
3	48	48	92
4	47	47	90
5	46	46	89
6	45	45	88
7	44	44	87
8	43	43	86
9	42	42	85
10	41	41	84
11	40	40	83
12	39	39	82
13	38	38	81
14	37	37	80
15	36	36	79
16	35	35	78
17	34	34	77
18	33	33	76
19	32	32	75
20	31	31	74
21	30	30	73
22	29	29	72
23	28	28	71
24	27	27	70
25	26	26	69
26	25	25	68
27	24	24	67
28	23	23	66
29	22	22	65
30	21	21	64
31	20	20	63
32	19	19	62
33	18	18	61
34	17	17	60
35	16	16	59
36	15	15	58

ROK Format:

Position	Heat Race	Pre-Final	Final
1	50	50	100
2	49	49	95
3	48	48	92
4	47	47	90
5	46	46	89
6	45	45	88
7	44	44	87
8	43	43	86
9	42	42	85
10	41	41	84
11	40	40	83
12	39	39	82
13	38	38	81
14	37	37	80
15	36	36	79
16	35	35	78
17	34	34	77
18	33	33	76
19	32	32	75
20	31	31	74
21	30	30	73
22	29	29	72
23	28	28	71
24	27	27	70
25	26	26	69
26	25	25	68
27	24	24	67
28	23	23	66
29	22	22	65
30	21	21	64
31	20	20	63
32	19	19	62
33	18	18	61
34	17	17	60
35	16	16	59
36	15	15	58

11.6. Clarification/Modification(s): Penalty Points (PPT) will be recorded alongside and against on track Incidents. The points and track incidents to affect a ban will be followed as recorded in ASN Penalty Guidelines and these supplementary regulations. PPT points will also be assigned to the driver if penalties are assessed against their support crew.

- CKRC does not assess PPT for front fairing pushback violations.
- The PPT will be displayed at the end of the Day on the results board.
- The PPT will be driver-based. If a driver competes in multiple classes, their PPT total will encompass all classes they participate in, without separation by class.

- A driver who accumulates 22 points within a season will be subject to an automatic 1 race suspension, which must count towards the club championship. Additionally, an interview with the Club Board, Race Director, and Class Representative will be arranged. Further penalties may be determined by the Race Director and Club Board.
- A driver accumulating 22 points that can't serve a 1 race suspension (no races left in the season) will have their best result recorded as Zero and counted to their championship standing.
- A driver's PPT points will drop to 10 after the 1 race suspension has been served.
- All PPT points reset at the end of a season.
- A speciality race (e.g. NO49) will accumulate its own penalty points as described in the event regulations. The points will not accumulate against the Club Championship.
- Visiting drivers will be subject to the PPT.

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 and/or the club manager.

Clarification on 'Scored in Last Place': The position of drivers to be scored in last place is determined by the total number of drivers in the class that take the start signal, less those that are Disqualified. For example, if there are 10 drivers in a race that are not classified DNS or DQ, a driver Scored in Last Place will be scored in 10th-place. In the event that multiple drivers are Scored in Last Place, they will all receive the same position points (10th in the previous example). The finishing order will be determined as follows:

- A driver who does not complete all laps will finish ahead of a driver who is Scored in Last Place.
- A driver who is underweight will finish ahead of a driver who has been disqualified (DQ).
- A driver who has been disqualified will finish ahead of a driver who has received an unsportsmanlike conduct penalty.

11.9. Modification: The CKRC encourages but does not require drivers to wear their suit on the podium.

12. Clarification: The blue flag will only be shown to competitors about to be lapped. The blue flag is to be shown when the time gap becomes less than 4 seconds. 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.

Addition: In the event that the marshall post flag and pixel light system disagree on the flag state, the flag displayed in the marshal post is taken as correct.

Modification: The blue with red "X" flag will not be used.

13.2. Clarification: Open toe sandals or shoes are not permitted in Zone A or Zone B.

13.3(a) Modification: During the first class rotation of the day engines can be run in Zone C. Following the first rotation, no engine may be run in Zone C. 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. Violation may result in a penalty. Engines can be warmed in Zone B once a class is called to the grid.

13.3(c) Clarification: If a Technical confidence run is required after maintenance and only and under the orders of the Stewards/Race Director/Tech Inspector, then the Kart is to be placed in the Tech Area on the designated side of the scale house where it may be started. Once the motor starts it is to be immediately switched off. Changing a jet does not constitute a reason for a confidence check start. Violation may result in a penalty.

13.4(b) Scrubbing of tires in pregrid or while entering and exiting the track is prohibited. Doing so will result in a penalty.

13.4(c) Clarification: The speed limit is 15 km/h when entering or exiting the track.

13.5. Clarification: Pit stops, also known as a "hot pit" are not permitted.

13.9. Addition: 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.

Modification: Any devices and/or similar devices listed in ASN 13.9 including RC cars are prohibited at all times, including test and tune unless otherwise defined in these regulations.

13.10. Modification: Drivers may request permission from a race official to visit the tower. Drivers with transponder or timing issues may enter the timing station.

Modification: Parents of cadet drivers must enter Zone A during cadet sessions to assist with stranded karts. They are deemed race officials for these sessions and must act non-partisan as such. It is recommended that parents on the track work in pairs. In the event of an incident, one parent can attend to the child while the second parent manages oncoming karts to ensure safety. Cell phones are not permitted except for emergencies.

14:1(a) Addition: No street or heavy vehicles are allowed on the East or West paved asphalt pit runner in Zone C or in any area of Zone A or Zone B. Karts, kart stands, and the club golf cart only.

14.1(b) Modification: 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(f) Modification: Drivers must keep their helmets on unless in a protected spot. A protected spot is defined as a marshall post, and only when deemed safe by the official monitoring that post.

14.1(k) Addition: Any kart removed from the circuit under the black flag with orange disc 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.

Modification: Any cadet driver needing repairs requires a parent official to do so.

16.1. Clarification: The Race Director will act as the Stewards unless otherwise noted in the event supplementary regulations.

16.3. Modification: Officials will not accept inquiry initiation.

16.4. Modification: CKRC Results are verified by Timing and printed and posted by the Scales Official.

16.7. Modification: CKRC does not utilize a race recorder.

16.8. Modification: CKRC does not utilize licensing for officials. Officials are a volunteer based group.

18. Clarification: 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. Modification: Race Director reserves the right to assign position penalties or time penalties for items defined by ASN Canada as position penalties.

19. Modification: Does not apply.

20.8 Modification: The fee for a technical protest of a kart or kart parts and for on-track conduct has been decreased to \$250 from \$500. Protest fees must be paid in cash only. In the event that a Protest is upheld, \$125.00 will be returned.

21.1. Modification: 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 CKRC board. Appeal Fee is \$500.00 reduced from \$1000. A minimum of \$250 will be retained regardless of decision. Appeal fees must be paid in cash only.

23.2 Clarification: 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 drivers are required to start another formation lap.



Modifications to ASN Book 2 Technical Regulations

3.4. Modification: Competitors may use the same equipment for multiple classes or entrants. Each entry is considered a separate kart and is allowed to use a different set of tires from other entrants on the same chassis and/or engine. The club does not require entrants to submit engine serial numbers or a technical declaration form.

4. Modification: 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.

4.1. Modification: Technical Inspectors will carry out pre-event safety checks on all classes or randomly selected classes. This inspection is required to enter the grid area. Pre-race technical declaration forms are not required. Any kart is subject to technical inspection at any time.

4.2 Modification: CKRC stickers do not need to include the kart number or the date of the race.

5. Amendment: Technical marking beyond tire scanning may or may not be used.

6.(a) Clarification: The top 5 finishing karts must attend tech after each racing session (heat, pre-final, final). All karts must attend tech for tire scanning after qualifying.

8.1(a)(b) Modification: Chassis that meet the criteria of ASN Book 2 section 8.2 in the opinion of the CKRC Technical Delegate are deemed legal.

8.4. Clarification: Briggs & Stratton Senior and Masters utilize Spec C. Briggs & Stratton Junior uses Spec D.

8.15. Modification: For Briggs & Stratton Cadet the maximum rear wheel width is 150mm. Senior/Masters 4-stroke karts may use a maximum rear wheel width of 215 mm.

8.17. Modification: Metal skid plates will no longer be permitted starting in the 2026 racing season.

10. Modification: Only plastic rear wheel protection is allowed at the CKRC facility. All other provisions from section 10 and 10.1 apply.

12. Modification: CKRC requires double nutting on all ballast regardless of nut type or cotter pins. All lead must be painted white and have the kart number on it.

16. Modification: All numbers panels must have solid yellow backing with solid black numbers and must remain legible on all panels at all times.

26.2. Modification: CKRC will utilize the dry tires outlined in the "Club Classes" table at the top of this document.

The club permits classes to have tire limits or allocations for the season. Refer to the class specific appendix of these rules for your class' tire regulations.

26.3(a) Modification: CKRC will utilize the wet tires outlined in the "Club Classes" table at the top of this document.

33.1. Clarification: Fuel Regulations - 2-Cycle

- Rotax Max: 91 Grade premium fuel from CO-OP located at 100 Edgefield Gate, Strathmore, AB T1P 1K1.
- VLR: Open fuel. Leaded fuels and any additives are prohibited.
- Shifter: Open fuel. Leaded fuels and any additives are prohibited.

33.2. Clarification: Spec Oil is Rotax XPS 2T Full Synthetic for Rotax Max classes.

Clarification: VLR and Shifter oil is open.

34. Clarification: Fuel Regulations - 4-Cycle

- Briggs & Stratton classes will utilize 91 grade premium fuel from CO-OP located at 100 Edgefield Gate, Strathmore, AB T1P 1K1.

35.2. Clarification: On double header weekends, fuel from either of the two days will be legal.

36. Modification: In Rotax classes, CKRC allows cameras to be mounted on top of the radiator.

Clarification: All cameras must be tethered. All other camera regulations are identical to ASN Book 2. All cameras must have the kart number displayed on them.

Modification: \$250 fine for loss of a camera is not in use.

Appendix 1 - CKRC Rotax Max Class Notes

The class formats utilized for Rotax Max is as follows:

- Rotax Junior Max - Standard Format
- Rotax Senior Max - Standard Format
- Rotax Masters Max - ROK Format

The following are additional modifications to the RMC Canada Technical Regulations not covered elsewhere in these regulations:

RMC Canada Regulation	Applicable Class	Modification
2.12	All	Any advertising is permitted.
5.5	All	Cylinders of any vintage are permitted as long as they conform to their original technical specification.
5.10	All	Crankcases of any vintage are permitted.
6.14	All	Coolant is allowed to be used in addition to water.
6.16	All	Previous exhaust styles are permitted.
Tire Limit	Rotax Masters Max Rotax Junior Max Rotax Senior Max	Tires are limited to six (6) sets for the 11 race season.

Sporting Regulation 31.13 (Engine Claim Rule) is in effect. The pricing at CKRC is Overdrive Motorsports retail price + \$500 + GST.

Appendix 2 - CKRC Briggs & Stratton Class LO206

Class Notes

The class formats utilized for Briggs & Stratton is as follows:

- Briggs & Stratton Cadet - Standard Format
- Briggs & Stratton Junior - Standard Format
- Briggs & Stratton Senior - Standard Format
- Briggs & Stratton Masters - ROK Format

The following are additional modifications to the RMC Canada Technical Regulations not covered elsewhere in these regulations:

Briggs Regulation	Applicable Class	Modification
1.5	Briggs & Stratton Cadet	Briggs Cadet will utilize the green carburetor slide instead of red. .490" maximum opening.
32.G	All	Clutch claim rule is in effect. Located below the table.
Age	Briggs & Stratton Masters	Drivers under the age of 30 with a body weight of 190 lbs or more are eligible to race in Masters.
Tire Limit	Briggs & Stratton Cadet Briggs & Stratton Junior	Tires are limited to five (5) sets for the 11 race season.

Engine Claim Rule:

1. Competitors making a claim at an event must be entered in the affected class, and must have finished on the same lap as the engine being claimed. They may only claim an engine within their entered class with a maximum of two claims throughout the calendar season. A competitor, or representative thereof, cannot claim their own engine. A claimed engine CANNOT be re-claimed by the original owner in the same season. The engine being claimed must have been the winning engine for the day.
2. The competitor making a claim must give written notice to the Event Technical Director prior to the winning kart exiting the technical area post race. In the absence of an Event Technical Director, all karts will be held at the scales for two (2) minutes, in which time, a claim will be made to the scale official who will inform the Race Director. Any karts involved in an engine claim will be held at scales until the end of the event.
3. The price, payable to CKRC, to claim an engine is Overdrive Motorsports price for a complete engine package including all accessories + \$250 + GST. This must be paid in cash.

4. If multiple claims are made in the same race, the driver with the worst place finish will have priority inspection of the claimed engine according to the ASN Briggs & Stratton regulations and may not be waived by any party.

5. The claimed engine will be tagged as soon as it comes across the scales and will be immediately taken to the CKRC Technical Director for inspection and remain in the CKRC's possession throughout the entire process. Both claimer and claimed have the option to be present at the time of inspection. The decision by the CKRC Technical Director is final and binding and no further action can be taken by any party.

6. If the claimed engine is found to be legal the engine will be awarded to the claimer and will include all accessories except for the clutch.

7. If the claimed engine is found to be illegal: a) The Tech Director must confiscate all illegal parts and related parts from the claimed engine. b) The Claimer has the option to void the claim if the engine is found illegal.

8. Refusal of claim, destroying or withholding of parts, or any other lack of cooperation in this claim or inspection process will be interpreted as an admission that the engine is illegal and may subject the driver to further penalties by CKRC officials.

9. CKRC Officials may make alternative concessions if a particular situation justifies it.

10. This Claiming Rule is subject to change at the discretion of CKRC Officials. Any change in this rule will be posted on-line in accordance with our Rules and Regulations.

Clutch Claim Rule: A clutch may be claimed in any final race. The price will be Overdrive Motorsports retail price for the clutch model + \$100. This must be paid in cash and all rules around legality and timing of the claim apply the same as the engine claim rule.

Appendix 3 - CKRC Shifter Class Notes

Format: ROK format

Classification	Engine Examples	Technical Ruleset	Weight
KZ 2018+ Homologations & IAME 175 SSE	TM R1 & R2 IAME Screamer 4 Modena KK3 Vortex VTZ & RTZ	CIK FIA KZ ruleset or SKUSA regulations (175 SSE only)	410
KZ 2013-2018 Homologations	TM KZ10B & 10C IAME Screamer 2 & 3 Modena KK1 & KK2 Vortex RVZ & RKC	CIK FIA KZ ruleset	405
ROK/KZ 2010-2013	TM KZ 10 IAME Screamer 1 ROK Shifter	ROK CUP Canada or CIK FIA KZ ruleset	395

Hobby KZ/ICC/Mod Moto	Mod CR125 All ICC Engines All Formula C Engines Electric Start KZ's	Open	390
Stock Moto	Honda CR125	SKUSA Stock Moto	370

Rule Name	Regulation
Tire Limit	Tires are limited to six (6) sets for the 11 race season.
Minimum Age	A driver must have had their 15th birthday to drive a shifter
Coolant	Coolant is allowed to be used in addition to water.

For questions regarding shifter engines, or which classification an unlisted package fits into, as well as general questions about the class, please contact the class representative.

Appendix 4 - CKRC VLR Class Notes

Format: ROK Format

ROK USA Regulation	Applicable Class	Modification
1.4.1	All	Chassis can be a non-homologated variant deemed fit by the Technical Delegate.
5.C	All	Original start/stop buttons are not required. Aftermarket replacements are acceptable.
6.A	All	Kart number does not need to be written on the battery.
7.A (i)	All	NGK BR IX and EIX spark plugs are also permitted.
Tire Limit	All	Tires are limited to four (4) sets for the 11 race season.

Rule 1.3 (Engine Claim Rule) is in effect. Pricing is Overdrive Motorsports retail price + \$500 + GST.
Modification: The currency to be used is CAD.