

2026 RMC WESTERN FINAL
August 7 – 9, 2026

EVENT SUPPLEMENTARY REGULATIONS
Version 2- July 24, 2026



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Organizer & Hosting club

Calgary Kart Racing Club

Range Road 250
Strathmore, AB

Website : www.ckrc.com

Event dates and location

The event takes place at Strathmore Motorsports Park
1200 - RR250
Strathmore, AB

Unofficial practice will take place on Wednesday August 5th and Thursday August 6th.

The official event takes place from Friday August 7th - Sunday August 9th.

Status of the event

The 2026 Rotax MAX Challenge Western Final is sanctioned by GDS ASN Canada and will be conducted in accordance with the applicable ASN Canada and Rotax MAX Challenge Canada regulations.

Only Canadian competitors are eligible to qualify for an invitation to the Rotax MAX Challenge Grand Finals. Competitors from outside of Canada may compete in all eligible classes provided they hold a current license recognized by an international karting organization; however, they are not eligible to receive an RMCGF invitation.

To attend the Rotax MAX Challenge Grand Final, the competitor must hold a national license issued by ASN Canada or an International license.

Class information

Class	Age	Engine rules	Weight (1) lbs / kg	Numbers
Rotax DD2	Driver must have been born in 2011 or earlier.	CAN RMC	386 / 175	400-499
Rotax MAX Senior	Driver must have been born in 2012 or earlier.	CAN RMC	364 / 165	300-399
Rotax MAX Masters	Driver must have been born in 1994 or earlier.	CAN RMC	386 / 175	500-599
Rotax MAX Junior	Driver must have been born in 2011, 2012, 2013, or 2014.	CAN RMC	320 / 145	200-299
Rotax Micro-Mini MAX (2)	Micro MAX: Driver must have been born in 2015, 2016, 2017, or 2018. Mini MAX: Driver must have been born in 2013, 2014, 2015, or 2016.	CAN RMC	260 / 118	100-199

Notes: (1) At the event, weighing will be in pounds. Kilograms are shown as references only.

(2) In the Micro-Mini MAX class, the gearing ratio 13 (front) – 73 (rear) is mandatory.

Registration & fees

Registration is open July 8 through July 31 via the event links on <https://ckrc.com> or directly, using [this link](#). An early-bird discount of \$100 ends July 17.

The entry fee for all classes is \$999, covering events from Friday through Sunday.

Optional controlled practice sessions will be available on Wednesday, August 5 and Thursday, August 6 for an additional fee of \$149. Additional tires may be purchased for practice days. A limited number of rain tires will be available for purchase during the event. Prices vary by class of tire.

Reserved paddock space may be requested at the time of registration. Additional fees may apply.

Officials

Event coordinator	CKRC	Chief timing & scoring	Jill Erdmann &
Regist. & accreditation	Jyllean Sloan		Kandis Marshall
Chief Steward	Patrick Moreau	Rotax Chief Inspector	Daniel Lamothe
Race Director	Bryan Marshall	Video Judge	Katelyn Poirier
Pit Marshals	Caroline Anderson	Track marshals	CKRC

Drivers' briefing

Drivers' briefings are mandatory and all drivers must attend.

Paddock

Reserved paddock spaces may be requested ahead of the event. A limited number of pit spaces may be available on a first-come, first-served basis. All pit use and trailer & vehicle parking must be done in designated areas, adhering to posted maps and signage. All attendees must follow instructions provided by event staff. Please refer to event communications for information on setup and teardown timing.

Competitors are responsible for maintaining a clean paddock area. Waste fluids, tires, fuel containers and garbage must be disposed of in designated receptacles. Failure to maintain a safe and clean paddock area may result in penalties.

Any motorized vehicles must be operated by a licensed driver. Laneways may not be blocked at any time. Any improper parking may result in penalties for competitors, vehicle towing, and/or removal of individuals from the facility.

Event fuel and oil

The required fuel for the event is 91 octane gasoline, purchased from CO-OP located at 100 Edgefield Gate, Strathmore, AB T1P 1K1.

At any time during the event, officials may require one or more drivers, for any reason, to come to the pre-grid with a completely empty fuel tank. The gasoline-oil mixture (50:1 as recommended by the manufacturer) will be supplied free of charge to these drivers for the coming session. Refusal to use the gasoline-oil mixture supplied by the event will result in disqualification.

Competitors must have a minimum volume of 500ml of fuel available in their tank for sampling at the completion of any session.

The mandatory oil for all classes is XPS 2-stroke Kart Tec.

Tires

Rain tires all classes. Drivers must purchase their own rain tires from the reseller of their choice but must respect the specifications below. Only one set of rain tires is allowed. Further rain tires may be allowed by the event officials according to the weather or track conditions.

Slick tires for Rotax classes

Tires included with registration must be used for qualifying, all heats, pre-final and final.

Class	Type	Brand	Model	Front	Rear
Micro-Mini MAX	Dry	MOJO	D2 CIK Option	4.5/10.0 -5	4.5/10.0-5
	Wet	MOJO	W5 CIK	10x4.50-5	10x4.50-5
MAX Junior	Dry	MOJO	D2 CIK Option	4.5/10.0 – 5	7.1/11.0-5
	Wet	MOJO	W5	10x4.50-5	11x6,00-5
Senior, Masters, DD2 & DD2 Masters	Dry	MOJO	D5 CIK Prime	4.5/10.0 – 5	7.1/11.0-5
	Wet	MOJO	W5	10x4.50-5	11x6,00-5

Micro-Mini exhaust pipe sealing

All participants in the Rotax Micro-Mini MAX class must present themselves at the technical inspection area when requested with their exhaust system completely dismantled and with a new exhaust mat. The exhaust will be checked, reassembled and sealed for the duration of the event.

Parc Fermé

There is no Parc Fermé for this event.

Cameras

A maximum of two cameras may be installed on the competitor's kart according to 2026 ASN Canada Karting Technical Regulations (Book 2). Images from the competitor's camera are for personal use only and cannot be submitted to event officials to support an investigation, protest or appeal. Only the event cameras will be used by officials regarding officials' decisions. The event organizer or officials may install a camera on a competitor's kart at any time as they see fit, including for promotion purposes. In this case, the camera is considered as part of the driver's equipment and can stay in place for weighing.

Quiet rule

The Quiet Rule is always in force. No engine can run outside the pre-grid according to the Quiet Rule specifications without special permission from the technical inspector. All other areas are restricted from running engines including your paddock space, tech, scales, aisle ways... etc.

Any competitor found operating an engine outside the permitted areas without authorization may receive penalties including monetary fines, loss of track privileges, time penalties, or exclusion from the event.

Controlled practices

Optional controlled practice will take place on Wednesday August 5th and Thursday August 6th. Official controlled practice will take place on Friday August 7th. See event schedule.

Hot pit

There is no hot pit during this event.

Event format

Drivers will take part in practice, a qualifier, three qualifying heats, a pre-final and a final.

Case A) 36 entries or fewer in the class

Qualifying: All drivers will qualify as a single group.

Qualifying heats: The starting grid for each heat will be established based on the qualifying results, unless there is a reason to modify it, for example in the event of a penalty or a change of equipment. The scoring system for qualifying heats will be as outlined in article 18C of the CIK-FIA Specific Prescriptions.

Prefinal: The starting grid will be established according to the standings at the end of the qualifying heats. In the event of drivers having the same score, the qualifying time will be used to break the tie. The scoring system for the qualifying heats will be as outlined in article 18D of the CIK-FIA Specific Prescriptions.

Final: The starting grid will be established according to the standings at the end of the pre-final. In the event of drivers having the same score, the results (positions) of the pre-final race will be used to break ties.

Case B) 37 entries or more in the class

Qualifying: Drivers will take part in qualifying in two sessions. A draw at the drivers' meeting will determine which group goes on track first.

Qualifying heats: After qualifying, drivers will be divided into four groups for the qualifying heats, with two different groups combined for each heat. The starting grid for each heat will be established based on the qualifying results, unless there is a reason to modify them, e.g. a penalty or a change of equipment. The scoring system for qualifying heats will be as outlined in article 18C of the CIK-FIA Specific Prescriptions.

Pre-final: The starting grid will be established according to the ranking at the end of the qualifying heats. In the event of drivers having the same score, the qualifying time will be used to break ties. The scoring system for qualifying heats will be as outlined in article 18D of the CIK-FIA Specific Prescriptions.

Final: A maximum of 36 drivers will take part in the Final. The starting grid will be established according to the standings at the end of the qualifying heats and the pre-final. In the event of drivers having the same score, the results (positions) of the pre-final race will be used to break ties.

Scoring and prizes

Podiums: Drivers finishing in positions 1, 2 and 3 in each of the final races will receive a trophy.

Invitations for the Rotax MAX Challenge Grand Finals (RMCGF):

Six invitations to the Rotax MAX Challenge World Final will be awarded as follows:

- to the winner, or first eligible driver, of the final race of the Junior MAX, Senior MAX and DD2 classes;
 - from the Micro-Mini MAX final race: first eligible driver for the international Mini-MAX class;
 - from the Micro-Mini MAX final race: first eligible driver for the international Micro-MAX class;
 - from the Masters MAX final race: first eligible driver for the international DD2 Masters class;
- Other prizes may be added.

Length of races

See the official schedule of the event.

Sporting & technical regulations

The events will be held in accordance with:

1. 2026 GDS ASN Canada Regulation

Book 1 – Sporting Regulation

Book 2 – Technical Regulation

Available on the [ASN Canada website](#)

GDS ASN Canada regulations being only published in English, the French version of Auto Sport Québec can be used as reference. In case of any difference between the two versions, the English version will prevail.

2. 2026 Rotax MAX Challenge – for Rotax classes

2026 Canadian RMC Sporting Regulation

2026 Canadian RMC Technical Regulation

Available on the [MAX Challenge Canada website](#)

3. These Supplementary regulations.

Precedence of regulations

The regulations shall be applied as follows (in order of precedence):

- a) 2026 GDS ASN Canada FIA Karting Regulations and bulletins;
- b) 2026 Rotax MAX Challenge Canada Regulation and bulletins;
- c) These Western Final Supplementary Regulations;
- d) Official bulletins of the event issued before or at the events; and
- e) Instructions from approved Officials.

Any claim of lack of knowledge of the Regulations will not be entertained.

Technical inspection

All competitors will be required to complete a Self-Declaration Technical Inspection form provided in the registration packet. This completed form must be presented to technical officials during the period specified in the Event Schedule.

Official notice board

Penalty postings can be accessed using [this link](#) or QR code.



Protest and appeal fees

For protest and appeal, see the ASN Canada FIA Karting Regulation – Book 1 – Sporting Regulation.

Podium ceremony

Prize and trophy winners must be present at the podium ceremony wearing their racing suits, closed and zipped. Event sponsor caps must be worn if required by the event organizers and provided by them in addition to normal racing attire. Drivers not wearing their driver suit or not attending the podium or award ceremony may be subject to penalties, including monetary fines, loss of awards, or exclusion unless prior notice is given to an event official or the event organizer that they are unable to attend. Failure to comply with this procedure exposes the competitor to a penalty.