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Affiliated Club

# 2017 Supplementary Regulations & Club Procedures

To be read and applied in conjunction with the following:

- **2017 ASN Canada FIA Karting Sporting Regulations (Book 1)**  
Please check for updates at [www.asncanada.com/kartsport/](http://www.asncanada.com/kartsport/)
- **2017 ASN Canada FIA Karting Technical Regulations (Book 2)**  
Please check for updates at [www.asncanada.com/kartsport/](http://www.asncanada.com/kartsport/)
- **2017 Canadian Rotax Max Challenge Regulations (Sporting, Technical, any and all Appendices, Bulletins, Information Circular Letters)**  
Please check for updates at [maxchallenge.ca/regulation/](http://maxchallenge.ca/regulation/)
- **ASN 2017 Briggs & Stratton – Regulations**  
Please check for updates at [www.asncanada.com/kartsport/](http://www.asncanada.com/kartsport/)
- **ASN Canada FIA Code of Conduct for Participants**  
Please check for updates at [www.asncanada.com/kartsport/](http://www.asncanada.com/kartsport/)

Effective April 18, 2017

## **1. Introduction:**

The Edmonton and District Kart Racing Association (EDKRA) would like to thank you for your interest in our club and would like to wish you all the best in the upcoming season. These supplementary regulations are meant to be read in conjunction with the various regulations issued on an annual basis by ASN Canada FIA, available online at [www.asncanada.com](http://www.asncanada.com)

EDKRA uses e-mail and their website as much as possible to communicate with its membership. If you do not use e-mail, contact the Secretary to be put on a mailing/phone list. The best way to stay up-to-date with club news and activities is to log on to [www.edkra.ca](http://www.edkra.ca) and attend meetings the second Tuesday of the month (check the website or contact an EDKRA board member for meeting location).

EDKRA is an ASN affiliated club, with ASN as its sanctioning body. EDKRA race days are governed by the ASN Canadian Karting Sporting and Technical Regulations and these EDKRA Supplementary Regulations. The ASN Canadian Karting Sporting and Technical Regulations are available at [www.asncanada.com](http://www.asncanada.com). In addition to the national regulations, these EDKRA supplementary rules, regulations and procedures have been adopted for local club racing events. The EDKRA Supplementary Regulations have been reviewed by ASN for local club racing.

## **2. Club Fees:**

### **2.1 Membership Fees**

EDKRA Annual Membership (first family member)	\$ 500
Additional Family Members (each additional membership)	\$ 100
Mid-Season Membership (If join Club after July 15, 2016)	\$ 300
Additional Family Members (each additional membership)	\$ 75
Volunteer fee (refundable after 10 hrs of volunteer club time)	\$ 250

\*Memberships are good from April 1 to March 31 of each year

\*All memberships are subject to board approval and termination

### **2.2 Race Entry Fees**

First Race Entry Fee (per family, per race day)	\$ 100
Additional Race Entry Fees (each additional entry for a family)	\$ 50
Single Race-day Membership for non-ASN club member (max two events)	\$ 50

### **2.3 Other Fees**

Single-Day Practice Pass for non-EDKRA member (per driver)	\$ 50
2016 Annual Non-Member Practice Pass (must be a member of another ASN club, no points awarded and no volunteer fee required – per driver).	\$ 250

### **3. Race-Day Schedules and Race Groups:**

The following race-day schedules of events are for **club championship** races. Event Supplementary Regulations should also be reviewed prior to participating in any special events. EDKRA's Executive reserves the right to amend these schedules.

#### **3.1 Format 1 – 2 Heats (Invert Heat 2) + Final (standard Saturday format)**

	2 Heat with Invert plus Final	Time or # Laps	Notes
7:00 AM	Gates Open		All drivers, karts and safety equipment must pass pre-tech-inspection. Failure to do so will result in the kart not being allowed on the track.
8:00-8:30 AM	Race Office Open		
8:30-8:45 AM	Drivers Meeting		All drivers must attend. There is no running of engines allowed in the pits.
9:00-10:00 AM	Warm Up	6 minutes	A running order for the day's sessions will be posted each race day.
10:00-11:00 AM	Qualifying	5 minutes	
11:00 AM	Lunch Break	1 hour	
12:00-1:30 PM	Heat 1	See lap chart	Grid based on qualifying times
1:30 PM	Break	15 minutes	
1:30-3:00 PM	Heat 2	See lap chart	Grid on full invert of qualifying times
3:00 PM	Break	15 minutes	
3:15-5:00 PM	Finals	See lap chart	Grid on total points earned through qualifying + 2 Heats
5:00 PM	Cleanup		
5:30 PM	Trophies		Final positions determine podium

#### **Race Groups and Laps (see 5.16 re: Combining Classes):**

	Heat 1	Heat 2	Final	Total Race Laps
1. Briggs Junior 1, Rotax Micro Max, Rotax Mini Max	6	8	10	24
2. Briggs Junior 2	6	8	10	24
3. Rotax Junior Max	8	10	14	32
4. Briggs Senior	7	9	12	28
5. Briggs Masters	7	9	12	28
6. Rotax Senior Max, Masters Max, Modifieds	8	10	14	32
7. Shifters and DD2	8	10	12	30

### **3. Race-Day Schedules and Race Groups (continued):**

#### **3.2 Format 2 – Pre-Final + Final (standard Sunday format)**

	Pre-Final and Final	Time or # Laps	Notes
7:00 AM	Gates Open		All drivers, karts and safety equipment must pass pre-tech-inspection. Failure to do so will result in the kart not being allowed on the track.
8:00-8:30 AM	Race Office Open		
8:30-8:45 AM	Drivers Meeting		All drivers must attend. There is no running of engines allowed in the pits.
9:00-10:00 AM	Warm Up	6 minutes	A running order for the day's sessions will be posted each race day.
10:00-11:00 AM	Qualifying	5 minutes	
11:00 AM	Lunch Break	1 hour	
12:00-2:00 PM	Pre-Final	See lap chart	Grid based on qualifying times
2:00 PM	Break	15 minutes	
2:15-4:30 PM	Finals	See lap chart	Grid based on pre-finals results
4:30 PM	Cleanup		
5:00 PM	Trophies		Final positions determine podium

#### **Race Groups and Laps (see 5.16 re: Combining Classes):**

	Heat 2	Final	Total Race Laps
1. Briggs Junior 1, Rotax Micro Max, Rotax Mini Max	10	14	24
2. Briggs Junior 2	10	14	24
3. Rotax Junior Max	12	20	32
8. Briggs Senior	12	16	28
9. Briggs Masters	12	16	28
4. Rotax Senior Max, Masters Max, Modifieds	12	20	32
5. Shifters and DD2	12	18	30

## 4. EDKRA Club Classes and Specs:

EDKRA reviews the class structure on an annual basis. Existing classes may be eliminated in the future due to low participation in the previous year. New classes may be added based on changes to the National class structure, or demand from local participants. The classes for 2017 are as follows:

4-Cycle Classes								
	Class	Minimum License Grade	Age	Minimum Weight (lbs)	Engine / Chassis Regulations	Tires (Dry)	Tires (Wet)	Notes
<b>ASN / Western Canadian Briggs LO206 Classes:</b>								
1	Briggs LO206 Junior 1	E	8 - 11	235	ASN 2017 Briggs & Stratton Regulations – “Club Junior 1” .490” Green Slide	Vega MAX One Blue 4.6 / 4.6 <b>OR</b> Mojo D1 4.5 / 4.5	Vega Rain <b>OR</b> Mojo W2	
2	Briggs LO206 Junior 2	C	9 - 16	300	ASN 2017 Briggs & Stratton Regulations – “Junior”	Vega MAX One Blue 4.6 / 6.5 <b>OR</b> Mojo D1 4.5 / 6.0	Vega Rain <b>OR</b> Mojo W2	
3	Briggs LO206 Senior	B	14+ (per ASN)	340	Appendix 3	Vega MAX One Blue 4.6 / 6.5 or 7.1 <b>OR</b> Mojo D2 4.5 / 7.1	Vega Rain <b>OR</b> Mojo W2	May use either the 6.5 or 7.1 rear tire
4	Briggs LO206 Masters	B	14+ (per ASN)	375	Appendix 3	Vega MAX One Blue 4.6 / 6.5 or 7.1 <b>OR</b> Mojo D2 4.5 / 7.1	Vega Rain <b>OR</b> Mojo W2	May use either the 6.5 or 7.1 rear tire
<b>EDKRA-Spec Modified Classes:</b>								
5	Modified 4-Cycle	B	14+	330	Appendix 4	Open	Open	

It is highly recommended that MAX One by Vega tires be used in ALL Briggs and Rotax classes as the tires provide better grip than the Mojo equivalents. Mojo will not be permitted in 2018.

#### 4. EDKRA Club Classes and Specs (continued):

2-Cycle Classes									
	Class	Minimum License Grade	Age	Minimum Weight (lbs)	Engine / Chassis Regulations	Tires (Dry)	Tires (Wet)	Notes	
		<b>ASN / Western Canadian Rotax Max Classes:</b>							
7	<b>Rotax Micro Max</b>	E	8 - 11	235	Appendix 1	Vega MAX One Blue 4.6 / 4.6 <b>OR</b> Mojo D1 4.5 / 4.5	Vega Rain <b>OR</b> Mojo W2	Spec Gears 14:73	
8	<b>Rotax Mini Max</b>	C	10-13	See Appendix 4 – EDKRA Mini Max	Appendix 1 & 2	Vega MAX One Blue <b>OR</b> Mojo D1	Vega Rain <b>OR</b> Mojo W2	Spec Gears 13:82	
9	<b>Rotax Junior Max</b>	C+	12-16	320	Appendix 1	Vega MAX One Blue <b>OR</b> Mojo D2	Vega Rain <b>OR</b> Mojo W2		
10	<b>Rotax Senior Max</b>	B	14+ (per ASN)	364	Appendix 1	Vega MAX One Blue <b>OR</b> Mojo D2	Vega Rain <b>OR</b> Mojo W2		
11	<b>Rotax Masters Max</b>	B	32+ **	395	Appendix 1	Vega MAX One Blue <b>OR</b> Mojo D2	Vega Rain <b>OR</b> Mojo W2	Younger drivers permitted at Executive's discretion	
<b>EDKRA-Spec Shifter Class:</b>									
12	<b>Shifters and DD2</b>	Shifters (A) DD2 (B+)	14+	See Appendix 5	Appendix 4: Any single cylinder, sequential shift engine up to maximum 125cc displacement with more than one gear	CIK Medium (B/S YLB, MG Yellow, Vega MAX One Purple, etc) Wet: Open	Open	Open fuel – gasoline and 2-cycle oil ONLY – no other additives	

It is highly recommended that MAX One by Vega tires be used in ALL Briggs and Rotax classes as the tires provide better grip than the Mojo equivalents. Mojo will not be permitted in 2018.

## **5. EDKRA Supplemental Rules – Sporting Regulations**

### **5.1 Application of Rules and Regulations**

These regulations are supplementary to the current ASN Canada FIA Karting Sporting and Technical Regulations, Canadian Rotax Max Challenge Regulations, and ASN Canada Briggs & Stratton Regulations.

As per rule 1.3d) and 9.1a) of the ASN Canada FIA Karting Sporting Regulations, with the approval of ASN, these EDKRA Supplemental regulations take precedence, but must always be read in conjunction with the ASN Canadian Karting Sporting and Technical Regulations.

### **5.2 Rule Updates**

Supplemental rules updates shall come into effect when published in newsletters, made available at registration, published on the club website at [www.edkra.ca](http://www.edkra.ca), or issued with Event Supplementary Regulations.

It is the responsibility of the competitors to review for rules updates and to maintain compliance with all regulations at all times.

### **5.3 Event Insurance Compliance**

Upon entering the EDKRA facility, everyone must obtain a wristband (or other method of personal insurance compliance identification) and sign the general waiver.

All competitors are responsible for ensuring that their crew and guests comply with this requirement.

All competitors are asked to assist in ensuring that all spectators and other guests comply with this requirement.

### **5.4 Personal Conduct – Behaviour**

**The EDKRA has a ZERO TOLERANCE POLICY for abuse of others.**

Under no circumstances is any person – whether volunteers, officials, track personnel, other competitors, crew, spectators, guests, or other – to be abused in any way. No drivers or crew are to engage in any conflict.

All concerns, disputes or protests must be voiced to the Race Director and/or President in the form of a quiet and polite discussion or in writing as per ASN regulations.

All persons involved in any conflict or found verbally or physically abusing any other person will be penalized – with the penalty(ies) being at the discretion of the Race Director and/or President, including the option to terminate membership privileges.

Drivers are responsible for their crews. EDKRA will not tolerate or be lenient when dealing with misconduct.

## **5. EDKRA Sporting Regulations (continued)**

### **5.5 Conduct - Compliance with Technical Regulations**

EDKRA competitors are expected to make their best efforts to comply with technical regulations at all times. Cheating will not be tolerated.

Any person caught cheating or using illegal parts, in any manner, shape or form, will be disqualified and will be subject to discipline by the Race Director and/or EDKRA Executive, depending on the nature of the infraction.

Penalties, including loss of qualifying, heat, final, event, or series points, fines, suspensions, and/or any combination thereof, will be determined on a per incident basis.

### **5.6 Conduct – Competition Driving Standards**

EDKRA competitors are expected to display a respectful and professional standard of competition driving. No hitting or contact between karts will be tolerated.

All drivers must understand and obey flags (whether a physical flag or electronic signal) at all stations at all times. Competitors are required to acknowledge flag signals at all times. Bump drafting will be allowed on straight sections only.

Any driver overtaking another driver must do so cleanly and without contact. Drivers being overtaken must not block, but are entitled to the racing line. Drivers being overtaken/passed must allow racing room/space when a fellow driver is or has pulled up beside their kart. Blocking, passing unsafely or knocking another driver out of the way and gaining a position will result in a penalty.

All incidents must be reported to the Race Director. The warning flag will be used rather than the black flag in most cases. A driver shown the warning flag can continue the race, but must report to the Race Director immediately following the heat. The Race Director reserves the right to penalize the driver after the completion of the race. If you have received a black flag and your number has been displayed, you must report to the Race Director. The scale operator may also request that you see the Race Director. The Race Director has sole discretion to assess penalties for on-track incidents.

### **5.7 Protests – Revision to ASN Sporting Regulation 19.3(a)**

The protest fee is reduced to \$50 which must be submitted at the time of protest and is non refundable.

### **5.8 Helmet Cushion – Junior Drivers**

It is mandatory for all Junior racers to wear a Helmut cushion (neck collar).



## **5. EDKRA Sporting Regulations (continued)**

### **5.9 Chest Protection – Junior 1 and Micro Max Drivers**

EDKRA requires that all Junior 1 and Micro Max drivers utilize rib protection and “approved” SFI/CIK Chest plate protection.

### **5.10 Display of Class Weights**

Racers are responsible for identifying and displaying on his or her kart, the correct minimum combined weight for the competition class to officials at registration, pre-race tech and the scales.

### **5.11 Scales**

The organizer will ensure suitable scales are used. The scales will be available throughout the event, when not in use to check karts as they come off the track.

In order to protect the accuracy of the club's scales on race day, all racers must come to a stop and shut off their engines a minimum of three feet before the ramps to the scale. Following this, they may push or be pushed on to the scales. Anyone who drives on to the ramps may be subject to a financial penalty. Failure to pay the fine will result in disqualification for the event.

### **5.12 Qualifying Procedure**

The official notice board should be checked for Event Supplementary Regulation qualifying procedures updates.

Qualifying will normally be a five-minute session for each class, with competitors leaving the grid in an order based on the order they arrived at the grid. If deemed necessary, the Race Director may divide large classes into multiple groups for qualifying, at his discretion.

### **5.13 Restarting of Karts During On-Track Sessions**

If a competitor's kart stops on-track during any on-track session (practice, qualifying, heats or final), the driver may restart the kart in a safe manner.

Once a competitor has exited the track to the scales, the kart cannot be restarted.

### **5.14 Race and Qualifying Procedures - Red Flags**

When a race is red flagged, the normal procedure will be for competitors to drive very slowly and cautiously, stopping in a single file line that is a minimum of six feet before the start/finish line. **No passing is allowed.** Competitors must be prepared to stop at the side of the track out of the way of any accident scene.

## **5. EDKRA Sporting Regulations (continued)**

### **5.15 Race Completion – Maintaining Position on Track**

Upon the completion of a heat or final, there is to be **no passing** after the checkered flag as there is no manual backup scoring system in place. Drivers are to line up at the scales in the order they finished the race so that any necessary adjustments can be made. Deliberate passing after the checkered is subject to penalty.

### **5.16 Combining Classes**

The Race Director, along with the EDKRA Executive, have the authority, at their discretion, to combine classes in order to ensure that race events are run to schedule.

Possible examples of combined grids (assuming no conflicts in registration) include:

- Briggs LO206 Junior 1, Rotax Micro Max, Rotax Mini Max;
- Rotax Mini Max, Rotax Junior Max;
- Rotax Senior Max, Rotax Masters Max;
- Briggs LO206 Senior, Briggs LO206 Masters; OR
- Any combination of classes that maintain similar race speeds, provided that there is no combining of Junior and Senior/Masters classes.

### **5.17 Fuel – 4-Cycle Classes (Briggs LO206 and Modifieds)**

4-cycle classes are required to use Esso Premium 91 pump gas from any Esso station. Please save your receipt, be sure to purge the hose and nozzle prior to filling your fuel tank. No chemical additives, etc, are to be used for safety reasons.

### **5.18 Fuel – Rotax Max Classes**

Rotax classes are required to use Esso Premium 91 pump Gas from any Esso Station. Please save your receipt, be sure to purge the hose and nozzle prior to filling fuel tank. No chemical additives, etc, are to be used for safety reasons.

Oil to be used is Rotax XPS-Karttec. It is recommended that oil be mixed at a 50:1 ratio for non-EVO engines and at a 33:1 ratio for EVO engines.

### **5.18 Fuel – Shifters Class**

Fuel and oil are open, but are limited to **gasoline and oil ONLY**. No chemical additives, etc, are to be used for safety reasons.

## **5. EDKRA Sporting Regulations (continued)**

### **5.19 Age Exceptions – Junior Drivers**

With prior permission from ASN Canada, junior drivers (or their parents/guardians) may apply to the EDKRA Executive for permission to participate in a class outside of their standard age category – reasons for the application may include lack of participation in a class, safety concerns (i.e. lightweight drivers who would require significant amount of ballast to make weight), etc.

Any exception granted will ONLY apply at EDKRA club events, and is not applicable to National or Regional level events, and may not necessarily be recognized by other ASN clubs.

### **5.20 Age Exceptions – Senior Drivers Eligibility for Rotax Masters**

With permission from the EDKRA Executive, Senior drivers may apply for permission to compete within the Rotax Masters class. Generally, permission will be granted to any Senior drivers under the age of 32 who have difficulty meeting the minimum weight in Rotax Senior, and are unable to race competitively, however all requests will be considered. Briggs Masters runs to ASN regulations (age 14+).

### **5.21 Paddock Quiet Rule – Running of Engines**

Rules in the paddock, 13.2 ASN sporting regulations book 1, running of the engine for Club events will be allowed, this ruling can be withdrawn for a participant abusing the privilege, this will be at the EDKRA's executive discretion.

### **5.22 Minimum Lap Times for Competition**

In an effort to maintain a safe racing environment, all drivers in each individual class must lap within 10 seconds of the leader, failure to do so could result in exclusion with reimbursement of the days race fees.

### **5.23 Junior Classes (other than Rotax Junior Max) – Parent Marshalling**

For each of the classes listed below, one parent / guardian of each driver, will be required to observe the race from a corner marshal stand while the karts are on track. Each parent / guardian will be required to wear appropriate safety vests to be provided by the EDKRA. The purpose of this regulation is to help ANY driver that needs assistance moving or clearing their kart from the track, to a safe location – accordingly, preference is not to be provided to the parent / guardian's child, at the expense of other drivers. The parent / guardian is not to provide any form of coaching or instruction to the drivers – failure to abide by this requirement will be grounds for penalty at the Race Director's discretion. Applicable classes include:

- Briggs LO206 Junior 1
- Briggs LO206 Junior 2
- Rotax Micro Max
- Rotax Mini Max

## **5. EDKRA Sporting Regulations (continued)**

### **5.24 Race Warm-Up Laps and Failed Start Attempts**

All classes will be given one (1) complete warm-up lap prior to the start of the race. Drivers must take their place on the grid by the formation cones. Failure by the pole-sitting driver to observe this rule will result in a DQ for the session.

Any failed starting attempts (including the above) will result in a reduced number of laps at race-speed, with laps starting upon what should be the first start attempt.

### **5.25 Starting Procedures – Non-Shifter Classes**

All classes (except the shifter class) will use a rolling start for all heats, pre-finals, and finals unless specified otherwise.

### **5.26 Starting Procedures – Shifter Class**

The shifter class will use a standing start for all heats, pre-finals, and finals unless specified otherwise.

### **5.27 Use of Starting Light System**

Beginning in the 2015 season, EDKRA has used a lighting system to assist with the race starts.

The lights have the following meanings:

- RED LIGHTS switched ON: prepare to start racing.
- RED LIGHTS switched OFF: the race has started, take the start
- FLASHING AMBER (YELLOW) LIGHTS: aborted start, start another formation lap.

### **5.28 Starting Light System – Rolling Starts**

For classes using rolling starts (non-shifter classes), the following signal procedure will be used to start the races:

- All lights switched OFF.
- RED lights switched ON, prepare to start racing,
- RED light switched OFF, the race has started, take the start.
- Flashing AMBER (YELLOW) Lights: aborted start, start another formation lap.

### **5.29 Starting Light System – Shifter Class**

For the shifter class that uses a standing start, the following signal procedure will be used to start the races:

- All lights switched OFF.
- RED lights switched ON,
  - Time lapse between switch ON the RED lights and switching them OFF being between 3 and 8 seconds
- RED light switched OFF, the race has started, take the start.
- Flashing AMBER (YELLOW) Lights: aborted start, start another formation lap.

## **5. EDKRA Sporting Regulations (continued)**

### **5.30 Leaving the Racing Surface During Competition**

In order to provide further clarity over the application of rules throughout section 14.1 of the ASN Canada FIA Karting Sporting Regulations, **any kart leaving the racing surface will not be subject to any penalty except in the event that the driver gains an advantage** (cuts the track and passes one or more karts, or improves lap time) **or creates a disadvantage to another competitor** (impedes the progress of another driver upon re-entering the racing surface).

The only case where a driver may leave the racing surface to pass a competitor without receiving a penalty is in the event that the driver has left the racing surface to avoid an incident that has occurred on the track.

It is acknowledged that if a driver makes an error that results in them leaving the racing surface, that the driver has generally already lost time or positions relative to the competitors, and should therefore not be subject to any additional penalty.

### **5.31 Pre-Race Technical Inspections**

EDKRA uses the ASN Pre-Technical Inspection Self Declaration form. This form is given to the Tech Inspector during Inspection.

The Race Director may, at his discretion, require additional technical inspections to be performed by technical officials of his choosing.

### **5.32 Rookie Drivers – First Three Races**

All rookie drivers will be required to start at the back of the grid for each of their first three race days. This rule is to ensure that the drivers have gained sufficient experience to compete safely with the more experienced drivers.

This is a minimum requirement. Should the EDKRA Executive or the Race Director choose, this policy may be extended beyond the three race minimum.

Should a driver not feel comfortable with starting in their regular grid position, the driver has the option to request to start at the back of the grid until such time as they feel prepared to resume their normal grid position.

## **6. EDKRA Technical Regulations:**

### **6.1 Old-Style Body Works**

At Club Races Only, EDKRA will allow old style body work in all classes providing all body work is in safe condition for racing.

### **6.2 Rotax Max Classes**

In general, the EDKRA follows the ASN Technical Regulations and Canadian Rotax Max Challenge technical regulations for all Rotax classes, unless noted herein.

Appendix 1 includes all changes to the engine technical regulations that will be subject to different enforcement at EDKRA club events. The changes are limited to items outside of the “official seal”.

### **6.3 Rotax Mini Max**

Due to extensive changes to the Mini Max regulations for 2017, EDKRA will allow competitors to race under either the 2016 OR the 2017 regulations. Refer to Appendix 2 for details.

### **6.4 Briggs LO206 Classes**

The EDKRA follows all Canadian Briggs LO206 engine technical regulations for all Briggs classes.

Some changes have been made for chassis technical regulations for the Senior and Masters classes, as included in Appendix 3.

### **6.5 EDKRA-Spec Modified 4-Cycle Classes**

EDKRA offers a modified 4-cycle class, with regulations specific to EDKRA.

Appendix 4 includes details of the technical regulations for this class, with chassis rules the same as for Briggs Senior and Masters (Appendix 3).

### **6.6 EDKRA-Spec Shifter Class**

EDKRA offers a shifter class with regulations based on an all-inclusive concept, and based on those regulations applicable to shifter classes offered by ASN Canada, SKUSA, CIK, Rotax (DD2), and other similar organizations.

Appendix 5 includes details of the technical regulations for this class.

## **7. Club Points and Awards:**

### **7.1 Race Day Event Points – Sessions Counting Towards Points**

Points will be awarded for finishing positions in qualifying, heats, pre-finals, and finals, based on the tables in Appendix 7.

### **7.2 Point Structure – 2 Race Formats**

In order to allow the running of different race formats (Format 1: qualifying, 2 heats, finals; Format 2: qualifying, pre-final, finals), two different points structures are included in Appendix 7.

The two formats and the corresponding points structures have been designed to ensure total points available will be the same under either race format.

### **7.3 Eligibility for Points**

Only EDKRA members will accumulate points towards the club championship and year end awards. Non-members are eligible to receive race day trophies.

### **7.4 Impact of Non-Member Entries on Points**

Club championship points will be awarded as though non-members were not entered. For example, if the highest place club member finishes 3<sup>rd</sup> in a 10 kart field where two non-members finish 1<sup>st</sup> and 2<sup>nd</sup>, the 3<sup>rd</sup> place club member will earn 1<sup>st</sup> place points towards the club championship.

### **7.5 Fastest Lap Bonus Points for Final**

Fastest Lap in the final will receive a bonus of 5 points to be added to the day's total.

### **7.6 Bonus Points for Race Day Entries**

Each club member entrant will be awarded additional points equal to the number of paid class entrants (both club member and non-member entrants, including DNS) for that day's race.

### **7.7 Daily Awards**

Awards at Events will be given to all Junior Drivers for top three per class, only podium recognition for Senior Drivers. Awards will be based on Finals finishing positions only.

### **7.8 Counting Points Towards Year End Championship - Drops**

Total points for year will be the driver's best 10 out of 14. If a Driver receives a Disqualification (DQ), it will be the discretion of EDKRA's executives if the DQ is to be used as one of the best 10.

## **7. Club Points and Awards (continued):**

### **7.9 Minimum Laps Required to Score Points During a Session**

To receive points for heats, pre-final, or final race, driver must complete 1 green flag lap, failure to do so will result in a did not start (DNS) and receive zero points.

### **7.10 Electronic Scoring**

Timing and scoring is done by AMB electronic transponders and computer system. Failure to utilize a properly charged transponder could result in an inability to record score the driver, and could result in a (DNS) scoring.

Race Director may elect to use drivers on board telemetry as a back-up scoring record.

### **7.11 End of Year Awards**

End of year awards will be presented to the top 3 finishers in each class. Year end awards will consist of a trophy, and any other appropriate non-cash (or cash equivalent) awards (previous examples have included framed photographs, jackets, etc.) at the Executive's discretion.



## **8. Membership**

### **8.1 Edmonton Area Residents**

Entrants who live in the Edmonton region will be required to be EDKRA members in order to race. Entrants from outside the Edmonton area must demonstrate that they have a valid ASN Kart Club membership or they will be required to join the Edmonton Club.

### **8.2 Consent to Use Images for Media Purposes**

By becoming an EDKRA Member you are automatically consenting to the use of your picture or pictures on EDKRA's website, posters, brochures, advertising and promotional, or other social media material.

### **8.3 Code of Conduct**

In order to become an EDKRA Member you sign and agree to adhere to the Code of Conduct.

## **2017 EDKRA Supplemental Regulations Appendix 1 - Rotax MAX Technical Regulations**

### **Purpose:**

This Appendix to the EDKRA Supplemental Regulations has been provided to give further clarification of the EDKRA's application of the technical regulations that will be applied at the club level for the Rotax MAX engines run in the following classes:

- Rotax Senior MAX / Masters MAX
- Rotax Junior MAX
- Rotax Mini MAX
- Rotax Micro MAX

The basis for allowing different rules at the club level is to encourage participation, without requiring club racers to continually update to the current National specifications. Accordingly, at the club level, the EDKRA has made provisions to allow for the use of older specification equipment that may no longer be in compliance with the Canadian Rotax MAX Challenge Technical Regulations (and Appendix for 125 Mini MAX and 125 Micro MAX).

It is generally expected that the most competitive racers who compete at the National / Regional level will be in full compliance with the full National regulations, and therefore the intent is primarily to allow newer racers to enter the sport at a lower cost with equipment that may not be fully to current specifications.

This Appendix may not include all differences between the Canadian Rotax MAX Challenge Technical Regulations and items permitted at EDKRA club events, and accordingly, the intent as stated above will be taken into consideration in the application and enforcement of these rules. The knowledge and experience of the competitor will be taken into consideration in the event that a competitor's equipment does not comply with any of these regulations.

### **Information for Competitors to Consider:**

EDKRA members should be aware that the Supplemental Regulations will apply only for EDKRA club events. Should a competitor enter an event at another ASN club, at a Regional level, or a National level, the competitor will need to ensure compliance with those regulations.

Accordingly, competitors are strongly encouraged to comply with the full Canadian Rotax MAX Challenge Technical Regulations.

### **Summary of Allowed Differences in EDKRA and Canadian Rotax Max Challenge Technical Regulations:**

In reference to "*Canadian Rotax MAX Challenge Technical Regulations*":

#### **2.5 Tires**

Refer to the EDKRA Supplementary Regulations, page 6. Only one (1) set of dry and wet tires permitted to be used per day.

**2017 EDKRA Supplemental Regulations**  
**Appendix 1 - Rotax Max Technical Regulations**  
**(continued)**

**2.10 Advertising on engines**

This will not be enforced. Any decals, stickers, etc. may be applied.

**5.5 Cylinder**

Recommend to follow RMC Technical Regulations. For EDKRA only – any cylinder permitted - lettered production code will not be required for 2017 at the EDKRA club level. Must be sealed with official RMC seal.

**6.1 Balance Drive (non-EVO)**

Recommend to follow RMC Technical Regulations. For EDKRA only - older plastic balance gears are permitted.

**6.2 Centrifugal Clutch (non-EVO)**

Recommend to follow RMC Technical Regulations. For EDKRA only - old style clutch is permitted.

**6.5. Combinations of ignition system, carburetor and exhaust system (i.e. MAX/evo)**

The principle of “EVO or non EVO” will apply at the club level with respect to the components listed in the table at paragraph 6.5.

**6.6 Exhaust Valve - pneumatic (non-EVO)**

Recommend to follow RMC Technical Regulations. For EDKRA only - older style bellows are permitted.

**6.7 Ignition System – Denso (non-EVO)**

Recommend to follow RMC Technical Regulations. For EDKRA only - original style coils are permitted.

**6.8 Battery, battery fixation**

Recommend to follow RMC Technical Regulations. For EDKRA only - any battery is permitted.

**6.9 Intake silencer (non-EVO)**

Recommend to follow RMC Technical Regulations. For EDKRA only - old style airbox is permitted. For EDKRA only - intake silencer tube and carburetor socket do not have to be marked with the wording “ROTAX”.

**2017 EDKRA Supplemental Regulations  
Appendix 1 - Rotax Max Technical Regulations  
(continued)**

In reference to “***Appendix for 125 Mini MAX and 125 Micro MAX*** “:

**MINI MAX**

**1.4 Gearing**

EDKRA spec gearing is 13:82.

**5.5.1 Cylinder – EVO engines**

Any cylinder is allowed if running to EVO-specs. EDKRA does not require a cylinder marked with lettered production code.

**MICRO MAX**

**2.5 Gearing**

EDKRA spec gearing is 14:73.

**5.5.1 Cylinder – EVO engines**

Any cylinder is allowed if running to EVO-specs. EDKRA does not require a cylinder marked with lettered production code.

**2017 EDKRA Supplemental Regulations  
Appendix 2 – Rotax Mini Max Technical Regulations**

**Overview:**

Rotax Max introduced several major changes to the Mini Max technical regulations for 2017. Accordingly, in order to not render 2016 equipment obsolete, we are allowing 2 options:

1. **Adhere to 2016 Regulations**
2. **Adhere to 2017 Regulations**

	<b>2016</b>	<b>2017</b>
<b>Chassis Wheelbase</b>	1010 mm MINIMUM	950 mm MAXIMUM
<b>Rear Track Width</b>	1360 mm MAXIMUM	1270 mm MAXIMUM
<b>Rear Tire Width</b>	6.0 (D1) or 6.5 (Vega Blue)	4.5 (D1) or 4.6 (Vega Blue)
<b>Rear Wheel Width</b>	175 mm to 185 mm	128 mm to 135 mm
<b>Exhaust Restrictor</b>	22.2 mm MAXIMUM	20.2 mm MAXIMUM
<b>Minimum Weight</b>	290 lbs	265 lbs
<b>Spec Gear Ratio***</b>	13:82	13:82

\*\*\* Note that the EDKRA Executive will attempt to balance performance between the two options by adjusting the spec gear ratio, rather than adjusting weights, etc.

**2017 EDKRA Supplemental Regulations**  
**Appendix 3 – Briggs LO206 Senior and Masters Technical Regulations**

**Engine Regulations:**

Refer to ASN Canada FIA Briggs & Stratton Regulations – “Senior” and “Masters”

**Chassis Regulations:**

**Summary of Allowed Differences in EDKRA and 2017 ASN Canada FIA Karting Technical Regulations (Book 2):**

In reference to “**2016 ASN Canada FIA Karting Technical Regulations (Book 2)**”:

**8.4 Maximum Overall Width**

Maximum overall width of 140 cm (same as Rotax Junior, Senior & Masters / Shifters – instead of 127 cm), **to allow optional use of full-width (wider) 2-cycle plastic rear bumpers**

**8.4, Note 3 - Side Pods**

- a) If rear width is 127 cm or less (i.e. ASN 4-cycle regulations):

Per the 4-cycle regulations (ASN 8.4, Note 3), the outer edge of the rear wheels may be a maximum of 2.5 cm narrower than the outer width of the appropriate side pod.

- b) If rear width is between 127 cm and 140 cm (i.e. ASN 2-cycle regulations):

Per the 2-cycle regulations (ASN 8.4, Note 2), a line passing through the outer edges of the front and rear tires must be a minimum of 4 cm wider than the appropriate side pod.

**To allow for wider rear bumpers and wider rear track width**

**8.15 Rear Wheel Widths for Dry Tires**

Maximum rear wheel width of 215 mm (consistent with ASN 2-cycle rules), **to allow use of 7.1 rear tires.**

**8.18 and 8.19 Rear Protection**

Fixed or adjustable plastic rear protection or fixed metal rear protection is allowed, provided it covers at least 50% of each wheel/tire assembly at all times, measured at the centre-line of the tire, **to maintain adequate coverage of rear tires while allowing for wider bumpers, wheels and track widths.** Either the wider 2-cycle bumpers, or the narrower 4-cycle (junior / cadet) bumpers may be used, provided these standards are met.

**2017 EDKRA Supplemental Regulations**  
**Appendix 4 – Modified 4-Cycle Technical Regulations**

The EDKRA Modified 4-Cycle Classes are an EDKRA-only class, with no standard ASN Technical rules that govern the class.

EDKRA has implemented a simplified technical rule structure for this class, based on the following concepts:

**Engine Technical Regulations:**

GX/Clone 200 cc Outlaw modified engine rules

- 1.5 mm over bore maximum
- 208 cc engine volume (measured from bottom of stroke to top of piston without head)
- Honda GX/Clone 160/200 cylinder heads only
- 27.5mm intake –25mm exhaust valve size maximum
- Camshaft .280 lift- .260 duration @ .050” Maximum Lift
- Carburetor – 24mm max, brand open
- Ignition module stock Honda or clone only
- Exhaust pipe-open
- All else engine related will be deemed non tech (open)
- Examples of non tech items are: rocker arms and ratios, connecting rod, pistons, valve springs, pushrods carb adaptors (intake manifold), headwork, dry clutch, etc all open.

**Chassis Technical Regulations:**

- Per ASN Technical Regulations, and EDKRA Appendix 3 re: Briggs LO206 Technical Regulations

**Additional Allowance for 400 Pound Karts:**

- 212 cc engine allowed for heavy drivers & kart weighing 400 lbs and over, without any more than 10 lbs. added to make limit

**2017 EDKRA Supplemental Regulations  
Appendix 5 – Shifter Technical Regulations**

The EDKRA-spec Shifter Class is an EDKRA-only class, with no standard ASN Technical rules that govern the class. In order to facilitate the growth of competition of shifter karts in Alberta, the regulations are similar to CKRC. The class is based on an “open” concept to encourage participation of any and all gearbox-based karts of past and present (all must meet current safety standards). For the purpose of balancing performance, the various engine options have been combined into “groups” as follows (including, but not necessarily limited to the following engine examples provided):

<b>Group</b>	<b>Engine Description and Make / Model</b>	<b>Modifications Allowed</b>	<b>Minimum Weight *</b>
Moto	“Motocross” based – Honda CR, TM Moto, Yamaha YZ, etc	Open, Maximum 125cc	374 lbs
Old CIK	2009 and prior model CIK-based (ICC, FC, etc) engines – TM-ICC up to K9c and K9es, TM KV95, etc	Open, Maximum 125cc	400 lbs
Current CIK	2010 to current model CIK-based (KZ, and Single-Make Series) engines – TM KZ10 and “up”, TM KZ10es, Vortex RVXX and “up”, ROK Shifter, Maxter X-125S-MX, Parilla X30 Shifter, etc	Per CIK or Single-Make Spec Regulations, including “TAG” electric-start versions	410 lbs
DD2 (run together, scored separately)	Rotax DD2 only	Per Rotax MAX Challenge DD2	380 lbs

\* EDKRA reserves the right to adjust weights or engine groupings to provide for parity.

**General Engine Technical Regulations for Consideration of “Other” Engines:**

- Single cylinder
- Maximum 125cc displacement
- Sequential shift gearbox
- More than one gear
- Weight and/or Grouping TBD by EDKRA Executive

**Chassis Technical Regulations:**

- Per ASN Technical Regulations



**2017 EDKRA Supplemental Regulations**  
**Appendix 6 - ROTAX CLAIM RULE**

For 2017, EDKRA will adopt the RMC Claim Rule (Sporting Regulations 7.16) as follows:

**7.16 Claim Rule**

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

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

**For EDKRA –**

**(a) If a claim is made on the first day (Saturday) of a 2-day event, the remaining procedures will occur at the end of the day on Sunday, in order to allow a driver with a claimed engine the opportunity to obtain a replacement engine. If the same driver wins both Saturday and Sunday races, the first day with a claim on that winning engine will be the applicable engine claim for the purpose of the remainder of this rule. If different winners on Saturday and Sunday, there may be up to two (2) separate engine claims in a weekend.**

**(b) If no technical inspector is present, all karts will be held at scales at end of final race for two (2) minutes, during which time, a claim can 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.**

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

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

**7.16.5** The price to pay for the claimed engine is the suggested retail price, plus local taxes plus five hundred dollars. Find below the suggested retail price: DD2 engine: \$5000.00\* FR125 Max Junior/Mini: \$3700.\* FR125 Max: \$3950.50\* Micro-Max : \$2750.00\* Example of a FR125 MAX Junior engine claimed in Alberta: \$3700 + GST (\$185) + \$500 = \$4385\* The prices represent the purchase of a new engine with accessories, plus taxes plus original verification & sealing procedure. Prices are subject to change if retail price of the engine changes. The engine must be paid in cash immediately. The money will be given to the winner when he will give the engine, its accessories and technical passport to the claimer. The technical inspector must write a report showing the name of the race winner, the name of the claimer, the serial number of the engine and the fact that the engine was given to the claimer and paid. This report must be immediately given to the event Steward. A copy of the report must be sent as soon as possible to the RMC national manager Patrick Moreau by e-mail at [patrick@maxchallenge.ca](mailto:patrick@maxchallenge.ca).

**2017 EDKRA Supplemental Regulations**  
**Appendix 6 - ROTAX CLAIM RULE**  
**(continued)**

**For EDKRA –**

**(a) If no technical inspector is present, the Race Director will make the report.**

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

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

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

**For EDKRA –**

**(a) If no technical inspector is present, the Race Director will make the report.**

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

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

**For EDKRA –**

**(a) Replace “in a Rotax Max Challenge” with “in an EDKRA event”.**

**2017 EDKRA Supplemental Regulations  
Appendix 7 – 2017 Points Structure – 2 Heats and Final**

Position	Qualifying	Heat 1	Heat 2	Final
1	5	30	30	200
2	4	25	25	175
3	3	22	22	155
4	2	20	20	140
5	1	19	19	130
6		18	18	120
7		17	17	110
8		16	16	100
9		15	15	90
10		14	14	80
11		13	13	75
12		12	12	70
13		11	11	65
14		10	10	60
15		9	9	55
16		8	8	50
17		7	7	45
18		6	6	40
19		5	5	35
20		4	4	30
21		3	3	28
22		2	2	26
23		1	1	24
24		0	0	22
25		0	0	20
26		0	0	18
27		0	0	16
28		0	0	14
29		0	0	12
30		0	0	10
31		0	0	8
32		0	0	6
33		0	0	4
34		0	0	2
35		0	0	0

**2017 EDKRA Supplemental Regulations  
Appendix 7 – 2017 Points Structure – Pre-Final and Final**

Position	Qualifying	Pre-Final	Final
1	5	60	200
2	4	50	175
3	3	44	155
4	2	40	140
5	1	38	130
6		36	120
7		34	110
8		32	100
9		30	90
10		28	80
11		26	75
12		24	70
13		22	65
14		20	60
15		18	55
16		16	50
17		14	45
18		12	40
19		10	35
20		8	30
21		6	28
22		4	26
23		2	24
24		0	22
25		0	20
26		0	18
27		0	16
28		0	14
29		0	12
30		0	10
31		0	8
32		0	6
33		0	4
34		0	2
35		0	0

## **2017 EDKRA Supplemental Regulations Appendix 8 - BRIGGS CLAIM RULE**

For 2017, EDKRA will adopt a Briggs Claim Rule, as follows (based on the rules adopted at Goodwood in Ontario):

In order to maintain a level playing field for members and guests, EDKRA Members adopt a CLAIMING RULE FOR BRIGGS & STRATTON LO206 CLASSES. The claiming rule has been very successful at clubs across Ontario and continues to foster growth in the grass roots 4-cycle classes.

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 does not have to 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 display of the chequered flag of the class final race and must include payment in full.

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 EDKRA, to claim an engine is: a) \$800, b) plus a \$200 transfer fee, c) plus a \$200 administrative fee, d) Total - \$1,200 plus GST, or \$1,260 TOTAL.

4. There can only be one claim on an engine per day. If multiple claims are made in a day, the driver with the worst place finish will have priority. Inspection of claimed engine is 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 EDKRA Technical Director for inspection and remain in EDKRA'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 EDKRA 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: a) The claimed engine will be awarded to the claimer. b) The claimer will receive any and all items which are found in a sealed LO206 box. c) All external components are subject to inspection but will be returned to the claimed party. d) EDKRA will award the claimed party a NEW LO206 in a factory sealed box, plus a \$200.00 transfer fee.

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 engine is found illegal. c) The Claimed engine owner will be responsible for payment of the \$200 administrative fee, and will not be able to compete in an EDKRA event until such time as payment is made to EDKRA.

**2017 EDKRA Supplemental Regulations**  
**Appendix 8 - BRIGGS CLAIM RULE**  
**(continued)**

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 EDKRA officials.

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

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

11. If a claim is made on the first day (Saturday) of a 2-day event, the remaining procedures will occur at the end of the day on Sunday, in order to allow a driver with a claimed engine the opportunity to obtain a replacement engine. If the same driver has their engine claimed during the Saturday and Sunday races, the first day with a claim on that winning engine will be the applicable engine claim for the purpose of the remainder of this rule. If different engines are claimed on Saturday and Sunday, there may be up to two (2) separate engine claims in a weekend.